

MASON'S
DELICIOUS
O.K.
SAUCE.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

It is a Dangerous Thing
to neglect your eyes. When
the expert fitting of
modern glasses
WILL BRING YOUR SIGHT TO NORMAL.
N. LAZARUS,
Optician,
13, Queen's Road C.

No. 20,489 號九百四百零二第 日一廿月一十年亥癸 HONGKONG, FRIDAY, DECEMBER 28TH, 1923. 五期禮 號八廿月二十年二十國民華中 PRICE, \$3 PER MONTH

INTIMATIONS

A NEW SPECIALITY
BASS LIGHT
SPARKLING ALE
PURPLE TRIANGLE.

Specially brewed for hot
climates, lighter than the
well-known Red Triangle.

CALDBECK,
MACGREGOR
& CO., LTD.

15, QUEEN'S ROAD, CENTRAL.

TELEPHONE: CENTRAL NO. 75.

SPORTING.

GUNS by W. W. GREENER, WEBLEY
and SCOTT, and Other Makers—British,
French and American.
R.S.A. Air Rifles, and Miniature Rifles,
22 Calibre, Repeating and Automatic.
SPORTING CARTRIDGES of all descrip-
tions.
Agents for W. W. GREENER, LIMITED,
BIRMINGHAM.

HONGKONG SPORTING ARMS
AND AMMUNITION STORE,
1-4, BEAUCONSFIELD ARCADE.

PEAK TRAMWAYS CO.,
LIMITED.

TIME-TABLE

WEEK-DAYS.			
7.00 a.m.	7.10 a.m.		
7.30 " "	8.00 " "	every 15 minutes	Stopping
8.00 " "	8.30 " "	" " 10 "	" " "
	8.30		Non Stop
	8.37		Stopping
	8.47		Non Stop
	8.54		Stopping
	9.04		Non Stop
	9.11		Stopping
	9.20		Non Stop
9.30 a.m. to 11.00	every 10 minutes	Stopping	
11.30 " "	12.30 a.m.	" " 15 "	Stopping
	12.40		Non Stop
	12.47		Stopping
	12.57		Non Stop
	1.04		Stopping
	1.13		Non Stop
	1.20		Stopping
1.30 p.m. to 4.00	every 10 minutes	Stopping	
4.00 " "	4.30 " "	" " 15 "	Stopping
4.30 " "	5.00 " "	" " 10 "	" " "
	5.00		Non Stop
	5.07		Stopping
	5.17		Non Stop
	5.24		Stopping
	5.33		Non Stop
	5.40		Stopping
	5.47		Non Stop
	5.54		Stopping
	6.04		Non Stop
	6.11		Stopping
	6.20		Non Stop
	6.27		Stopping
	6.34		Non Stop
	6.41		Stopping
	6.48		Non Stop
	6.55		Stopping
	7.04		Non Stop
	7.13		Stopping
	7.20		Non Stop
	7.29		Stopping
	7.37		Non Stop
	7.47		Stopping
	7.54		Non Stop
	8.02		Stopping
	8.10		Non Stop
	8.18		Stopping

GANDE, PRICE & CO., LTD.

8, Queen's Road Central, Hongkong.

Big to Notify Customers that Assorted Hampers suitable for the Festive Season may be obtained from them at the following Reduced Rates:—

No. 1 HAMPER—\$35.

- | | |
|---|---------------------------------------|
| 1 Qt. Moot & Chandon Dry Imp. Champagne. | 1 Qt. Superb Tawny Port. |
| 1 Qt. Blackberry Brandy. | 2 Qts. St. Julien Claret. |
| 1 Pt. D.O.M. | 1 Qt. Old Brown Sherry R.S. |
| 1 Qt. Martell's XXX Brandy. | 1 Qt. D.C.L. Old Tom or Dry Gin. |
| 2 Qts. King Geo. IV or Perfection Whisky. | 1 Qt. Burgoyne's Australian Burgundy. |
| | 1 phial Pomeranian Bitters. |

No. 2 HAMPER—\$30.

- | |
|---|
| 1 Qt. Guillemart Champagne. |
| 1 Pt. D.O.M. |
| 1 Qt. Burgoyne's Burgundy. |
| 1 Qt. Martell's XXX Brandy. |
| 2 Qts. King Geo. IV or Perfection Whisky. |
| 2 Qts. Tawny Dry Port. |
| 2 Qts. St. Julien Claret. |
| 1 Qt. D.C.L. Old Tom or Dry Gin. |
| 1 Qt. Vio de Paste Sherry. |
| 1 phial Pomeranian Bitters. |

No. 3 HAMPER—\$25.

- | |
|---|
| 1 Qt. Burgoyne's Burgundy. |
| 1 Pt. G.F. Peppermint. |
| 1 Pt. D.O.M. |
| 2 Qts. Sup. R.O. Port. |
| 2 Qts. King Geo. IV or Perfection Whisky. |
| 1 Qt. Burgoyne's XXX Brandy. |
| 1 Qt. Amontillado Sherry W.S. |
| 2 Qts. Medoc Claret. |
| 1 Qt. D.C.L. Old Tom or Dry Gin. |
| 1 phial Pomeranian Bitters. |

Hampers of all Descriptions made up to suit Customers' Requirements.

Tel. No. C. 135.

DAIRY FARM NEWS.**Fish Now On Sale.**

**FILLETS.
HADDOCKS.
KIPPERS.**

CANADIAN SILVER SALMON.**CHICKEN HALIBUT.****Start the New Year Well.**

Be sure the Home is Free from

Deadly Germs.**LOTOL****KILLS THEM INSTANTLY.****SPRAY FREELY.****LIGHTING**

We shall be pleased to submit designs for any Special Work.

ARCHITECT'S DESIGNS CARRIED OUT IN DETAIL.

**FITTINGS FOR EVERY
PURPOSE IN STOCK.**

**ELECTRICAL DEPT.
HONGKONG HOTEL**

The Hongkong & Shanghai Hotels, Ltd.

**PRESCRIPTIONS**

When the Doctor prescribes he expects the Druggist to fill the prescription with Pure Drugs. The quality of our Drugs, Medicines and Toilet Goods is not surpassed. Have the Doctor's Prescription filled here and the result will be satisfactory.

THE PHARMACY.

Can Run BUILDING (OPPOSITE ICE HOUSE ST.)

**THE PRESS AND THE
EMPIRE.
LORD BURNHAM'S REVIEW.
SPIRIT OF INDEPENDENCE.**

"The Influence of the Press on the Development of Empire" was the subject of a paper read by Lord Burnham (of the Daily Telegraph) at a meeting of the Royal Colonial Institute on November 13th, Lord Milner presided.

Lord Burnham said that the freedom of the Press was distinctly British in its origin and in its extension throughout the British world, and without it British freedom would have no meaning and no guarantee. Whatever examples they might find in the archæology of the newspaper Press of early precedents, they were curious rather than useful to the right understanding of the subject. No doubt Herodotus in a sense was the father of journalism, just as he was the father of history, and Julius Caesar was the first and best of war correspondents, especially in his model clearness and compression. Political placards had been found written on the walls of the houses of Pompeii, and the "Acta Diurna" were a Parliamentary journal of the earliest type. Yet for practical purposes, in appreciating the influence of the newspaper Press, not only in Great Britain, but throughout the English-speaking world, they need not go back far beyond the opening years of the 18th century and follow it through the series of "Post" and "Courants" which were published in quick succession, not only in London, but in other big towns and in the larger settlements across the seas.

THE "SPECTATOR."

The Great Revolution and the Protectorate gave birth to several papers, which lasted for sufficient time to merit the name, but he believed that the first daily newspaper published in London was the *London Post*, in 1704. The very date recalled the fact that from the first, the newspapers of the day had a literary quality, which had never been absent from English journalism. Addison, in the *Spectator*, and Richard Steele, in the *Tatler*, anticipated in many ways the periodicals and weeklies of our own time in the delightful essays on men and things, which were so distinctive and graceful a part of English letters. In the British Press of to-day there was not much of this sort of writing, and the light touch and pretty fancy of the English essay had almost vanished from our pages. Perhaps our reading public was of coarser stuff and preferred mysteries and what were called in the trade "human interest" stories, the "sob-stuff" of the American Press. He thought it was a pity, but "pity fits the time."

It was curious to note that both in the American Colonies and in Canada, so soon as we were there, the beginnings, and subsequent growth of the newspaper Press, was very much on the same line as in England. They were a spontaneous growth of national character and public requirements. They preserved the independent characteristics of their British model and they kept clear, for the most part, of Government connection and, at all events, of Government manipulation and mastery.

JOHN WALTER THE SECOND.

In Great Britain there was a censorship during the Great War, and he did not believe it would be possible to wage war under modern conditions without some sort of control, but its working was universally admitted to have been unsatisfactory and at times even ridiculous. It was the spirit of independence which had made the newspaper Press so great a power throughout the British Dominions, and hid fair to make it perhaps the greatest power in the democratic State. John Walter the second had succeeded his father in the control of *The Times* in 1803, and when he died, in 1867, the writer of the obituary in that paper could say of his career:—

"Whilst other men found a refuge for intellectual weakness or moral instability in pledging their faith to a statesman, a party, a theory, or a class he never forgot that such things were made for man and not man for them. No sooner did he perceive that a party was irreclaimably selfish or a Minister irreclaimably committed to anti-national measures, to corrupt associations, or to imbecile and, therefore, injurious policy, no sooner was it evident that the temptation to power had prevailed over the public spirit of the statesman, than he promptly and openly withdrew his support that had been tendered only for the public advantage."

When, in 1855, the penny daily newspaper entered history, it heralded its arrival on the same note. The *Daily Telegraph*, which had been taken over three months after its first publication as the *Daily Telegraph Courier* by his grandfather, who had always printed it, announced in its introductory leader:—

"We shall be bound with fetters of no party; we will be fearlessly independent, not the independence of unchecked and thoughtless attack, but the independence of utterance befitting reflecting Englishmen."

The newspaper Press of England had, from the first, a natural and reasoned faith in the doctrines of constitutional liberty and equal justice. It was nearly 40 years ago since he entered public life, and during that long period of Colonial policy he had never known the British Press, as judged by its more important organs, otherwise than friendly and favourable to Colonial aims and aspirations. Edmund Burke compared newspapers to "a battery in which the stroke of one ball produced no effect, but the amount of continual repetition is decisive." That was what made the influence of the Press so powerful in these days. There was only one way of getting at the mind of an electorate under the conditions which prevailed in democratic countries to-day, and that was by the agency of the newspaper Press. Somebody had said that every drop of our blood is coloured by the Press. Let us make the newspapers and care not who makes the religion and the laws."

PROTECTORATE OF MINORITIES.

It was not only the means of publication which the Press had at its disposal, but what he regarded as unfortunately on the increase, but not less potent in its effect on the popular judgment—the means of suppression. What was left out of the newspapers might be not less important than what was put in. The inevitable tendency in cheap newspapers was to give a sentence, often dragged from its context, instead of a speech, or an unqualified conclusion to represent a qualified argument. Then again, the silencing of unpopular and sectional views, on public questions by refusal to publish them was an evident danger, although it was only fair to say that it was much less obvious and less likely in the Press than in Parliament. He held that the Press had been the great protector of minorities in these days of mob rush and direct action. So long as there was division and variety of ownership the defects and disabilities of the Press cancelled one another. By force of competition, provided it was free and uncontrolled, the various interests and opinions that existed in a free and self-respecting community found expression, both in editorial articles and correspondence, which they could find in no other way.

The health and wealth of the British Empire depended entirely on the public opinion of its different parts, or, perhaps, to speak more precisely, on its effective expression. Originally, and historically, the newspaper Press of the whole Empire had been built up on a common plan, even though in the case of the Dominion of Canada it might have been altered to American adaptation, but it had the same general characteristics and cherished the same general ideals. The newspapers of Australia and New Zealand were more English than many of the English papers, which had been so largely altered by American novelties. When newspaper men of the British Empire met, it was wonderful how much they had in common and how little difference there was between them in the things that really mattered. Although the newspaper of the British Empire might not be standardized, the standard of conduct and production was fairly even, and every year the necessity for common action in regard to news service and public recognition increased and widened. He believed that nothing would tend more to the contentment and to the prosperity of all parts of the British Empire than a real and lasting Empire Press Union.

LORD MILNER'S CRITICISM.

Lord Milner (himself an old journalist), proposing a vote of thanks to Lord Burnham, said he was glad that, while standing up for the Press and its influence, Lord Burnham was not uncritical of it. He was evidently aware of the duties which the exercise of that enormous power imposed upon the writers, and he might add, the owners of great newspapers. A great deal had been said about the superiority of the British Press to all other Presses. We knew we were very much superior to all other nations—(laughter)—and consequently, of course, our Press was also the best in the world. He believed it was the best, but not, perhaps, quite so much the best in all respects as was sometimes assumed. For instance, he did not think the average literary quality stood quite as high as it once did. He did not think that in literary quality it could be compared with the Press of some of our neighbours. They could take up an awful little "rag" of a French newspaper, so badly printed that they could hardly read it, and yet there was constantly in that "rag" an article which, in style, would compare not unfavourably with those great specimens of literary skill of our old journalists, to which Lord Burnham had referred. He did not think that in every respect our Press was so perfect, or even so good, as it was at one time. That might be due to the fact that there was an enormous amount more of it. Perhaps there was as much good writing in the English Press to-day as ever, there was, but because it was to be found in ten or 12 newspapers out of a hundred it did not strike them so much as when it was to be found in ten or 12 papers out of 20 or 40.

Something had been said about the censorship. The reason why it was effective and he said it from personal knowledge—was that they had the help of the Press men themselves in keeping the Press in order. The most valuable control exercised on the Press during the war was exercised by the Press itself. When he was at the War Office he had one or two occasions on which it was necessary to call representative Press men together and appeal to their patriotism to keep silence on certain questions. The promise to do so was always readily given, and he never knew an instance in which that promise was broken. The immense influence which the Press exercised would only continue and grow on one condition, and that was that the rules and practices which the best newspapers in England had always followed were followed in the future, not only by them, but by the ever-increasing number of our papers. He was told that the syndicated Press would one of these days make all our opinions, and then it would exercise a damaging tyranny over public opinion. He could only say that he had much too great a belief in the independence of English character to think that anything of the kind was possible.

THE CHINESE MERCHANTS BANK, LTD.**司公限有行銀商華****HEAD OFFICE:**

Alexandra Buildings, Chater Road.
GENERAL Banking and Exchange
Business transacted.

Loans granted on approved securities.
Current Accounts opened and fixed Deposits received at rates which may be ascertained on application.
The Bank also conducts a Savings Department.

K. C. LAU,
Chief Manager.

Dame

Fashion's

Decrees

Chic Designs from Paris

Madame Lily

Alexandra Building, Des Voeux Road.

PENINSULA STORE

Armour's "Veribest"
Frankfurter Sausage \$1.00 per tin.
Do. \$11.00 per doz.
Vienna Style Sausage \$0.55 per tin.
Do. \$6.00 per doz.

GENNETT RECORDS

FOR
XMAS & NEW YEAR
EX "PRES. JACKSON."

KOWLOON MUSIC STORE

KOWLOON HOTEL BUILDING, KOWLOON.

AGENTS THOS. COOK & SON BANKERS

With 150 Offices throughout the World.

OUR SHIPPING & FORWARDING DEPT.

Offers Exceptional Facilities for the General TRANSPORTATION of Merchandise and Private Effects and Cargoes.

REGULAR SHIPMENTS TO ALL PARTS. CONSIGNMENTS CLEARED AT LOW RATES. INSURANCE EFFECTED. INVOICES COLLECTED AGAINST DELIVERY OF GOODS. CARGOES PACKED FOR EXPORT. DRY STORAGE ACCOMMODATION FOR ALL KINDS OF NON-HAZARDOUS GOODS.

HEAD OFFICE: LUGATE CIRCUS, LONDON, E.C.
TELEGRAPHIC ADDRESS: COUPON.

LOCAL ADDRESS: HONGKONG HOTEL BUILDING.
TELEPHONE: CENTRAL Nos. 524-5.

1924

1924

CALENDARS

DIARIES

KELLY & WALSH

DATE

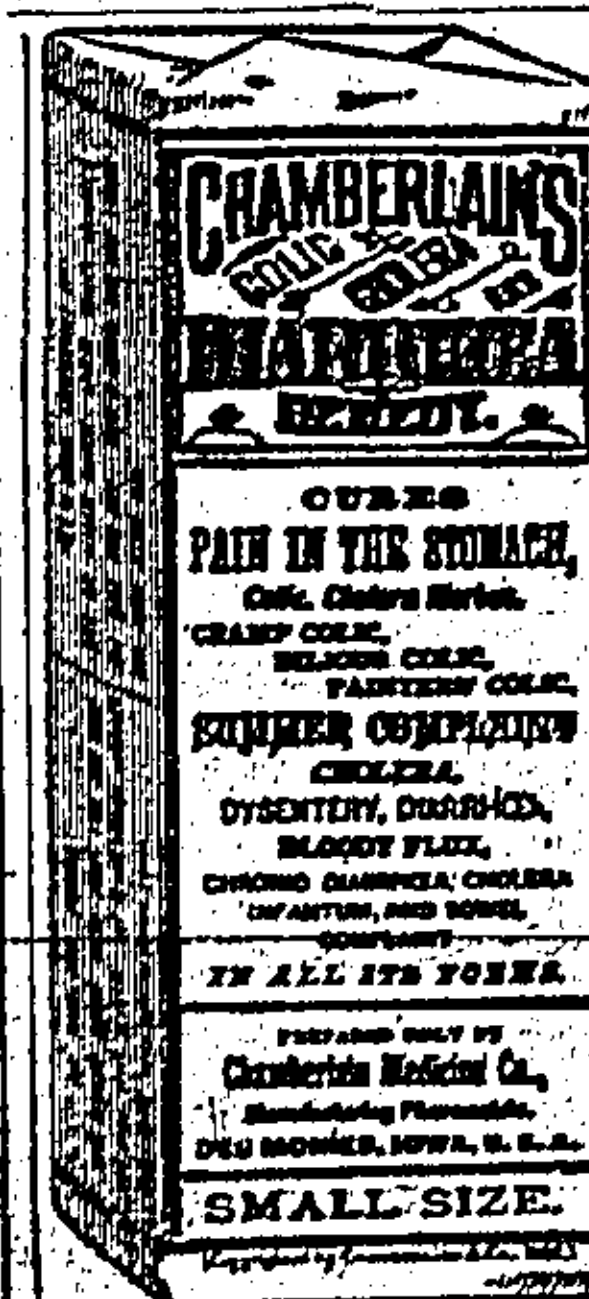
DATE

BLOCKS

PADS

1924

1924



**Chamberlain's
Colic and Diarrhoea
Remedy**

Cures

**Pains in the Stomach,
Diarrhoea, Dysentery,
Colic and Bowel Complaint**

Sold Everywhere

Foamite Firefoam

THE MOST EFFECTIVE FIRE
EXTINGUISHER.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA:
THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.
Tel. Central 236. 2, Queen's Buildings.

SEASON'S GREETINGS TO ALL

For us the past has been brightened by your support.
For you we wish an increased brightness and
prosperity during the year to come and the years that
follow.

We thank all of our Friends for the business we have
been favoured with and trust that we will continue to
enjoy their valued patronage and support.

THE CHINA DISPENSARY

82, QUEEN'S ROAD CENTRAL

JUST RECEIVED

A GREAT ASSORTMENT OF
EAR-RINGS, PEKING BLUE BEADS, MANILA HATS,
SILK LANTERNS AND LAMP SHADES.

THE SWATOW LACE CO.,

Manufacturers and Exporters
OF
LACES, DRAWN-WORK AND
EMBROIDERIES.
17a, Queen's Road Central.

REMOVAL NOTICE.

NEW SHIPMENT, FROM THE WORLD FAMOUS PERFUMES
GUERLAIN
PARIS.

Suitable for XMAS Presents.
PARFUMS, JICKY.
L'HEURE BLEU

RUE de La Paix.
Pour Troubler. Champs Elysee.
Sillage. Mitsouko.
B-Ess-de Violette. Guerlainade.
Ne m'oubliez pas. Faune.
Baton Lys. L'Inde Decore.
Creme Secret de Bonne Femme.
Quand vient L'Eté.
Tale Parfumé à la Rose.



THE FRENCH STORE,

9, Beaconsfield Arcade, Hongkong.

Tel. 794.

YE OLDE PRINTERIE, LTD.

PRINTERS, BOOKBINDERS, ETC.
14 QUEEN'S ROAD CENTRAL
(NEXT DOOR TO LAYARD'S).

V. C. LABEUM, Managing Director.

The CITROEN.

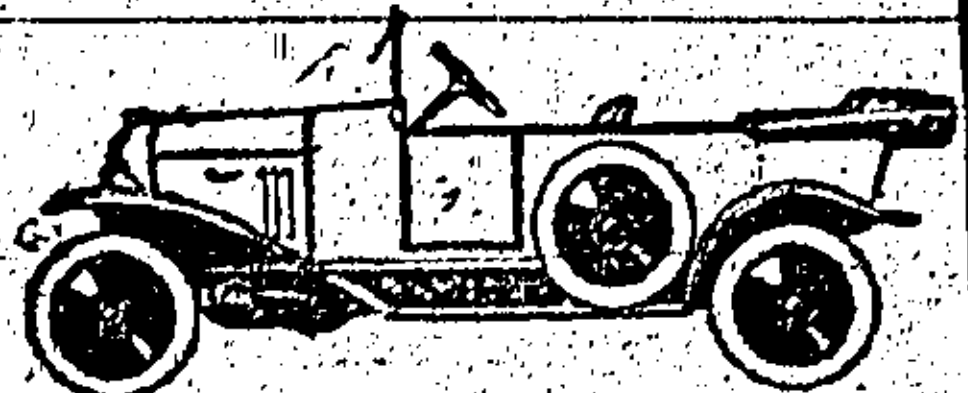
The Last Word in Car-Economy
RUNNING COSTS LOWER.

Less Tyres. Less Oil.
Winner 2 years running 1920-21, 22. "Grand Prix for Low Consumption."

Cars for Sale:

LEPACK CO., LTD.

50-52, Queen's Rd. C.



SCOTTISH SPORT.

HERIOT'S RECORD BROKEN.

RANGERS STILL WINNING.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, November 21st.
The most important Rugby fixture was in Edinburgh, where the two leading clubs of the East and the West, Heriot's and Glasgow Academicals, met in friendly rivalry. The wind was high and bitterly cold, and few would have expressed surprise had the standard of excellence attained fallen short of what has come to be expected from such capable sides; but at the close it was conceded that the majority of the players had performed quite up to reputation. True, the plans of each side were frequently upset by the vagaries of the wind and the keenness of the marking and tackling, but the Academicals had not a few excellent rounds of passing, and the forward play was very good indeed. The Academicals' victory by two goals to a try was richly deserved, for their backs were much the happier company. Heriot's, however, still lead their great rivals in the Championship. The game at Inverleith between Stewart's College F.P.'s and Edinburgh Academicals was won more easily than was expected by the College whose forwards went as strongly as ever, and whose backs showed much-needed improvement in tactics. To O. Edinburgh Wanderers were rather lucky winners in their match against Edinburgh Academicals. Selkirk, who were the visitors went down to Glasgow High School F.P. by 17 points to 0, but they were weakened by the absence of W. E. Bryce at half. It was mostly well forward game, but Selkirk stood up well to their heavier opponents. Royal High School were easily better than Kelvinside Academicals—21 to 0. West of Scotland went down softly to Watsonians—11 to 0. The Junior Inter-City match at Laverleith between Edinburgh and Glasgow was practically won for Edinburgh. "Off his own bat" by R. F. Bain, the speedy wing three-quarter of the Royal (Dick) Veterinary College, who, in the present dearth of high-class wings in Edinburgh, might well be included in Edinburgh's Senior Inter-City side.

In the Schools Championship Loretto beat Merchiston by 7 to 3; and Fettes beat Edinburgh Academy by 24 to 0.

NO SURPRISES IN SOCCER.

If the League games did not all run according to form, there were no sensations. There was one important event in a luncheon programme—the visit of Rangers to Falkirk. The Stirlingshire club, earlier in the season divided the points with Rangers and on home ground were confidently expected locally to inflict upon the leader their first reverse, and thereby repeat their achievement of the previous campaign. Falkirk, however, on this occasion were defeated, though by the smallest margin, and the goal was the outcome of a penalty kick, an unsatisfactory and unpopular medium, though in this instance the referee's award was beyond dispute. Apart from the penalty kick, the game was one of the finest League encounters witnessed in Falkirk. The quality of the football, and the ability and stamina of the players under severe and trying conditions, commanded the highest commendation. Aldrieonians and Raith Rovers, the closest rivals of the Drox Club, each returned victorious. Playing at home, Aldrieonians defeated Raith Rovers by 3 to 0; and Raith Rovers scored 2 to 1 against Kilmarnock. The other successful clubs were Hibs, Morton, Motherwell, Hamilton, St. Mirren, and Third Lanark. Dundee drew with Clyde.

COVERED COURTS TENNIS.
In all the Championship events in the East of Scotland Tournament, which concluded after a week's run in Edinburgh the honours rested with English players. Mrs. Herriot and Mrs. Huddleston, Inverleith the famous sisters who hold and who have so often won the Scottish Doubles Championship, went down against a brilliant couple of young players from the Durham County team, the sisters Miss E. Beckenham and Miss C. Beckenham. Olive Branfoot, Newcastle, who has held the Scottish Singles Championship, was narrowly beaten in five sets by his friend, R. D. Watson, Durham.

GEM-HUNTING.

PRECIOUS STONES PICKED UP
ON THE BEACH.

It is not generally known that gems are to be found in their natural state in England.

Amethysts of really fine quality are plentiful in Somerset and Cornwall and in many parts of Perthshire, Effe, and the Hebrides, says a *Weekly Dispatch* writer. Aquamarines can be collected in the Cairngorm district of Scotland—which, by the way, is reputed to be the most productive ground for the gem hunter in the British Isles; for the district contains opals, both blue and green beryls, and garnets, besides many such stones as alabaster, jasper, cornelian, onyx, and sardonyx.

Cumberland, Donegal, and Wicklow yield sapphires, but not in sufficient quantities to make their pursuit worth while except as a hobby.

The topaz is found in Cornwall, in Scotland, and in the Mourne Mountains in Ireland. Probably the commonest of British gems is the garnet, which may be gathered in most places in England, Scotland, and Ireland where the soil is productive of precious stones. At Elie Bay in Fife-shire they can be picked up along the beach, and are known locally as "Elie Babs."

The majority of the highly prized gems owe their existence to a mineral known as corundum. In itself it is valueless, but in certain soils it gives birth to such stones as the diamond, ruby, sapphire, emerald, amethyst, hyacinth, and topaz.

A flutter was caused in gem-dealing circles a few years ago by the discovery that diamonds could be produced by the introduction of corundum into a tube of rindium. The fears of the diamond merchants were, however, dispelled when it was found that the high cost of manufacturing made the undertaking commercially impossible.

HONGKONG SHARE MARKET

CLOSING QUOTATIONS

DECEMBER 27TH, 1923	
Hongkong and Shanghai	.....\$1,085.50
Canton Insurances	.....\$725.00
Union Insurances	.....\$325.00
Hongkong Fire Insurances	.....\$225.00
H.K. C. & M. Steamboats	.....\$475.00
China Sugars	.....Tls. 34.00
Langkate (Combined)	.....\$115.00
Wangpoa Docks	.....Tls. 114.00
Evo Cottons	.....\$26.40
Coments	.....\$45.00
Hongkong Ropes	.....\$24.00
China Providents	.....\$24.00
Dairy Farms	.....\$24.00
Hongkong Electric	.....\$11.80 b. & ss.
China Lights	.....\$32.80 b.
Hongkong Trams	.....\$32.80 b.

EXQUISITE CONTINENTAL PERFUMERY

In Handsome Cut Glass Bottles.

Suitable for
XMAS
Presents.

We have received this Shipment
on Consignment and are sacrificing
at Manufacturer's Cost.

From \$1.30 to \$3
per bottle.

Rosemontag
Marie Charlotte
Myosotis

This opportunity will occur
Once only.

General Commercial Co.,

10, Des Vaux Road Central,
Top Floor.

C. E. WARREN CO., LTD.

SANITARY ENGINEERS.
MONUMENTALISTS, &c.

OFFICES & GODOWNS
98A, Wanchai Road,
TEL. No. 289. HONGKONG.

JUST RECEIVED—A New Stock of
LOWDOWN FLUSH CLOSETS,
Nickel Plated, on Brass. BATH
ROOM FITTINGS—Soap Dishes,
Tumbler Holders, Tooth Brush Holders,
Towel Rails, &c. Opal Tumblers, Opal
Towel Rails, Mirrors, Glass Shelves, &c.
Brass Canopied Interior Grates, Cook-
ing Ranges, Filters Soil Pipes, &c.

Estimates Free for all Sanitary Installations
Heating and Water Systems.

Monumentalists in Italian Marble
and Hongkong Granite to Own
or Selected Design.

A Large Stock of Artificial Wreaths.
[1468]

HE

Will appreciate
A

NEW YEAR PRESENT

From

HONGKONG CIGAR STORE, LTD.

When in doubt about your eyes
or your glasses
Consult

CHINESE OPTICAL CO.

Eye-sight Specialists.

67, QUEEN'S ROAD CENTRAL

Hongkong.

A LING & CO.

19, Queen's Road Central,

Hongkong.

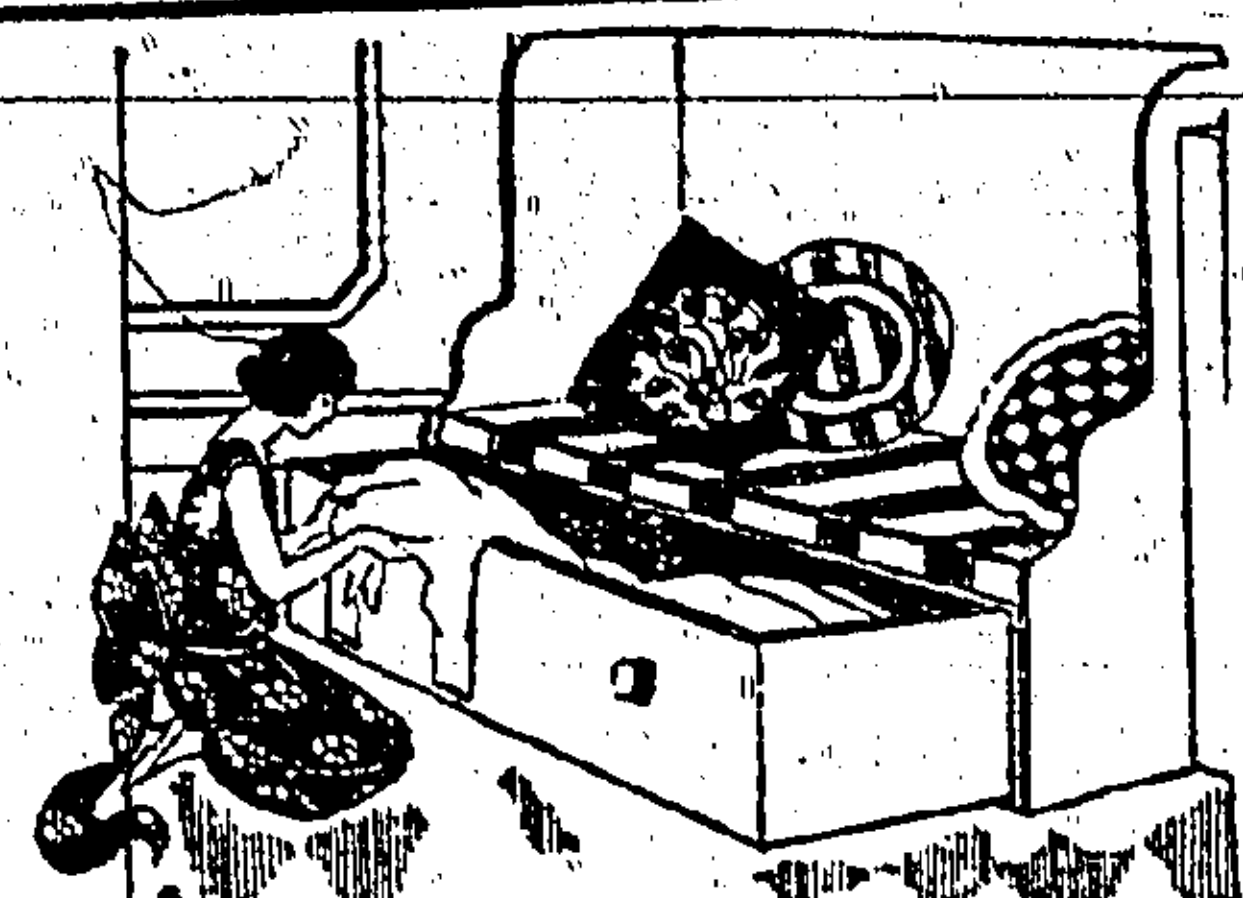
FURNITURE AND PHOTO GOODS STORE

Glass Engraving, Sign-Board and
Mirror Making
Canton Marble in Various Shades.
Photographic Goods of Every Description
in Stock.
Developing, Printing and Enlarging
Undertaken.
Telephone Central 1212.

ON SALE.

BOUND VOLUMES of the HONGKONG
WHOLELY PRESS, January to June,
1923.

With Index. Price \$7.50.
On sale at the Hongkong Daily Press



CAN I WEAR IT AGAIN?

OF COURSE YOU WILL, GIVE OUR
DRY-CLEANING SERVICE
A TRIAL FIRST

THE MOST DELICATE FABRICS RENOVATED WITH ALL
THE ORIGINAL BRIGHTNESS OF COLOUR REVIVED.

STEAM LAUNDRY CO.

HEAD OFFICE and WORKS: YAU-MAT, Tel. K.H.
HONGKONG DEPOT: 116, Stanley Street, Tel. C 1279.

62, Praya East.
KOWLOON DEPOT: 19, Canton Road.
KOWLOON HOTEL DEPOT.
CANTON: 19, Shaki Central, East.

(SEND FOR
PRICE-LIST.)

MATSUMURA,

5, Arsenal Street, Hongkong.

DEALER IN

GENUINE

ART CURIOS

Antient and Modern.

Successor to Nikko

Artistic Gold, Silver, Bronze, Damascus, & Lacquer Wares, Satsuma
Porcelain, China Tea Services, Embroideries, Silk Lampshades, etc.

GREAT REDUCTION SALE

ALL KINDS OF LADIES' FANCY GOODS

Including Swatow Drawn Work, Canton Embroidery,
Hand-made Laces, Ivory-ware, Beaded Works, etc., etc.

DON'T MISS THIS OPPORTUNITY.

CHINA DRAWN WORK CO.

(YUEN CHEONG)

40, Queen's Road Central.

To think of

SEA-GRASS and RATTAN FURNITURE

that will give you the Utmost SATISFACTION in
every point of EXCELLENCE is

to think of

"DO BE CHAIRFUL" COMPANY

51, Queen's Road Central.

Makers of Furniture, the QUALITY of which has long
been accepted by knowing Furniture-buyers as the
STANDARD OF MERIT.

PIANOS FOR SALE OR HIRE.

TSANG FOOK PIANO CO.,

TEL. 2127.

94A, WANCHAI ROAD.

PERFUMERY

Manufactured by

RIGAUD, PARIS.

"AIRE EMBALSAMADO"

"MAEY GARDEN"

"HORA CARINOSA"

"DULCE MIA"

"LILAS DE RIGAUD"

Obtainable from

VICENTE ATIENZA,

18, Nathan Rd., Kowloon.
Telephone K.156.



JOHN L.
THORNYCROFT
AND CO., LTD.
SHIPBUILDERS AND ENGINEERS
London, Southampton and Glasgow.

PASSENGER AND CARGO VESSELS OF ALL TYPES UP TO 8,000 TONS
OCEAN-GOING TUGS, MOTOR BOATS (SEA OR RIVER)
UP TO 50 KNOTS.
TURBINES AND RECIPROCATING MACHINERY AND PROPELLERS.
MARINE AND STATIONARY OIL ENGINES 8 TO 90 H.P.
MOTOR VEHICLES 2 TO 6 TONS.
WATER-TUBE BOILERS.

For Quotation, Apply—
**ROBERT DOLLAR BUILDING,
SHANGHAI.**

For Winter Wear

Henry Heath Felt Hats.
Aquascutum Overcoats
Woollen Mufflers
'K' Shoes—Spats
Woollies—Gloves

Mackintosh

& CO., LTD.

Men's Wear Specialists.

Alexandra Building, Des Voeux Road.



CROCKET & JONES'

"HEALTH"
BOOTS AND SHOES.

Well-known for their Fine Wearing
Qualities and Distinctive Styles.
Your attention is invited to the
Fine Range of Newest Styles
Just Received.

THE SINCERE CO., LTD.

WHITEAWAY, LAIDLAW & CO., LTD.
GENTS' OUTFITTING DEPT.

English Made SPORTS JACKETS. Well
Cut and Tailored from Good Tweeds.
\$19.50 to \$35.00.

BLAZERS

Navy Blue Sports Blazers, Good Quality
Flannel, Brass Buttons
\$19.50.



MEN'S OVERCOATS

We have a Splendid Selection of Men's
Tweed and Blanket Cloth Overcoats.
Latest Cut and Style.
\$47.50 to \$65.00.

MEN'S DRESSING GOWNS
\$27.50 to \$57.50.

WHITEAWAY, LAIDLAW & CO., LTD.,
HONGKONG.

AMERICAN LADY'S SUICIDE
AT HAIPHONG.
HER LIFE IN PERIL.

Mrs. Rupert Hughes, wife of a distinguished American author, recently took her own life in Haiphong.

Mrs. Rupert Hughes had been residing in Peking and had left there intending to go to Paris via Suez and then home to America. She had taken a house near the Drum Tower for the winter but suddenly changed her plans, sold her household effects and went to Shanghai. She sailed on the s.s. *Angkor* and intended to make brief stays at Haiphong and Saigon, proceeding to Marseilles on the *Chambord*. She had been ill for some time before leaving Peking but had apparently recovered.

Arriving at Haiphong, a series of troubles confronted her. She was displeased with the services and conditions on the ship and just as she landed she became ill. Physicians feared a severe pain that developed in her ear might be due to mastoid trouble. She suffered intensely, she told her friends. On the way she had lost part of her baggage and many of her valued art objects were destroyed or damaged due to faulty packing by her servants in Peking.

She had failed to get the proper passport visa before leaving and learned at Haiphong, that she could not get it there and might not be permitted to land in Saigon.

She planned to visit some famous ruins while ashore and was hopeful that the pain would pass. She intended to change ships at Singapore and proceed to Marseilles and thence to Paris by train.

THE TRAGEDY OF THE DRUM TOWER HOUSE.

Under this heading the *Far Eastern Times* says:

Mrs. Rupert Hughes, like her husband, had very considerable literary talent and only left Peking a fortnight ago. Early in the autumn she took over from Mr. Kirk, formerly of the American Legation, his so-called Drum Tower house, an extraordinary place, with secret passages and other peculiar refinements, which Mr. Kirk had furnished in a lurid manner.

Mrs. Rupert Hughes had arrived in Peking with a trained nurse, but as a result of a difference of opinion this lady left for America. Mrs. Rupert Hughes, when left alone, fell into despondency and was seen less and less, living a number of days without seeing a European, a highly dangerous position for a woman with a nervous disorder. Word fortunately was brought at last through a Chinese servant to friends who went to her rescue and brought her to the (the) man hospital in the night of time. Her own Chinese servants, in spite of her being a newcomer, behaved in an exemplary manner, nothing having been stolen or touched, although in her helpless condition, it would have been easy to rob her completely. They had gone so far as to remove the cartridges from a revolver they had found by her bedside, thereby probably saving her from the rash act she has now committed.

Whilst on this unhappy subject, we feel constrained to say that a stricter check should be kept on strangers in Peking, some system being devised whereby the Chinese police report to the Legation concerned the renting of houses by newcomers. The case of Russian women in Peking is becoming so serious that it is the duty of the Diplomatic Body to take some action for their protection.

CROWN AGENTS' COMMISSIONS.

"NO FINANCIAL ADVANTAGE FROM DIRECT DEALING."

In reply to Capt. A. Evans, in the House of Commons on November 13th, Mr. Ormsby-Gore, Under Secretary for the Colonies, said it was unlikely that any financial advantage would result to the Colonial Governments from dealing direct with the market instead of through the Crown Agents for the Colonies.

The following statement was also put in:—
The Crown Agents' Office is financially self-supporting, commissions and fees for work done being charged to the Colonial Governments, etc., which it serves. These may be varied from time to time to meet the expenses of the upkeep of the office, with the approval of the Secretary of State for the Colonies, and are at present as follows:—

Purchase of stores—1 per cent. on the value (invoices cost, other expenses and freight).
Sale of articles—1 per cent. on proceeds of sale.

Inspection of stores (engineering, clothing, general stores, stamps and currency notes), packing of stores, shipping of stores—Special tariffs according to weight, value, quantities, etc.

Drawing Office charges—1 to 1 per cent. on value of order, plus cost of draughtsman's time.

Letting and execution of contracts for engineering works in the Colonies—0.3 of 1 per cent. to 15 of 1 per cent. on value of contract, with varying minimum fees of £25, £150, £275 and £200, according to value of contract.

Selection of candidates for Colonial appointments—2½ per cent. on first year's salary; maximum £25. Passages 30s. per passage.

Loan charges—Issue: £2,500 per million, brokerage being charged to the issuing Colony. Management—An annual charge of £100 per million. Redemption—£1,000 per million (except short-dated Debentures). Conservation of Debentures—£1,000 per million.

Issue of Colonial Treasury bills—1s. per cent.

Interest on overdrafts—At Bank Rate varying.

THE TIENSIN COTTON SITUATION.

REMAINS IN DEADLOCK.

TIENSIN, December 14th.

The Cotton situation remains at a deadlock, and outside of what Compradores have purchased in the spot market to cover their firms, no appreciable effort has been made on the part of the "tsans" to fulfil contracts. The total commitments are estimated by the Chinese authorities to be above Tls. 4,000,000. Of this the arrested "tsans" are responsible for about Tls. 1,000,000, while the other "tsans," not arrested, are responsible for the rest.

Investigation of books belonging to the arrested "tsans" finds they are badly in the hole and unlikely to be able to meet the full amount of their losses. It also uncovers a story of speculation and crookedness. These "tsans," or brokers, did considerable speculation among themselves, buying and selling from each other, after the fashion of stock market operations, though not with their usual safeguards and control. It appears that when the up-country dealers, from whom the brokers buy the cotton, came here and heard of the better prices they could get, owing to heavy buying by Japanese, they agreed with many of the brokers to cancel the previous contracts. It was settled by the dealers paying the brokers for release, and the brokers agreeing to settle with foreign firms on the best terms they could get. As an instance the contracted price in several cases was Tls. 28, while the market soared to Tls. 35, an eight taels difference. The cotton dealers saw a chance to make money on a "bearish" market and in return for cancellation paid the brokers Tls. 400, half the margin. The brokers saw a net profit of Tls. 4 per picul and snapped it up, while the dealers sold for Tls. 35 instead of Tls. 28, also profiting by Tls. 4; eight taels less four, paid to the broker. As a matter of fact it is not clear just which side is responsible for this contract breaking, but it is said with a fair amount of reliability behind it, that several Compradores of local foreign firms, were the originators of the plan. They were interested in spot buying for their own private account and, sensing the market tendency, played a safe hand to win. This, however, is not true of all Compradores, for it is reported four of the largest foreign firm's Compradores have done their utmost to fulfil contracts for which they, as middlemen, are responsible. In several cases they have, by spot buying, made up the full amount of the contracts and intend to settle later with the defaulting brokers. In other words, they have taken their medicine. Many of them, nevertheless, have not done much to aid their firms, once again proving the gradually diminishing usefulness of the famed Compradore in Sino-foreign commerce.

It is not a question of cotton available, for there is plenty of cotton in Tientsin. Altogether it was estimated, some week or so ago, that the total commitments to foreign firms were about 145,000 piculs, whereas the official return of the Chinese Native Customs show that several times that amount has been received and, apart from what has been sold, there still remains on hand more than sufficient to meet the foreign contracts.

The Provincial Assembly has put the case before the Civil Governor, asking for a fair settlement all round, but the Civil Governor has in turn passed it on to the Industrial Bureau for action. In common parlance they seem to be "passing the buck." Meanwhile the "tsans" are detained by the police and yesterday asked a further extension of two weeks to effect a settlement. They requested, at the same time, to be released but to this there was no acquiescence.—*Far Eastern Times*.

It is not a question of cotton available, for there is plenty of cotton in Tientsin. Altogether it was estimated, some week or so ago, that the total commitments to foreign firms were about 145,000 piculs, whereas the official return of the Chinese Native Customs show that several times that amount has been received and, apart from what has been sold, there still remains on hand more than sufficient to meet the foreign contracts.

The Provincial Assembly has put the case before the Civil Governor, asking for a fair settlement all round, but the Civil Governor has in turn passed it on to the Industrial Bureau for action. In common parlance they seem to be "passing the buck." Meanwhile the "tsans" are detained by the police and yesterday asked a further extension of two weeks to effect a settlement. They requested, at the same time, to be released but to this there was no acquiescence.—*Far Eastern Times*.

SMUGGLING IN JAPAN.

Y.900,000 FINE.

Owing to the relaxation of the water-guard of the Yokohama Custom House since the earthquake, smuggling has increased. Kenta Rino, 37 years of age, a Tokyo merchant, and a cabin passenger of the *Taiyo Maru*, which arrived at Yokohama from San Francisco on the night of the 19th ult., was discovered to have smuggled in his big trunk, 1,100 gold watches and 3,000 fountain pens to the value of Y.30,000, buried in sawdust and covered with clothes. The trunk has been seized, and he will be fined Y.900,000, an amount three times the value of the goods. The man, however, denies having intended to smuggle. If the above prices are correct they must have been a cheap and nasty lot of goods.—*Japan Chronicle*.

BRITAIN'S SAILOR KING.

King George in his youth was Britain's "Sailor Prince," of course. Recently Major Philip Hunkle, helmsman of the King's yacht, *Britannia*, let it be known publicly what an intense interest the King takes in yachting to-day and how deep is his love of the sea. Speaking at a dinner, Major Hunkle said that when the King came in possession of the *Britannia* she was rather like an old tub, but Hunkle persuaded him to race her. After the War the *Britannia* again came out, in 1920. They did away with her bulwarks, but could not get a mast big enough and had to glue a piece on. This brought her square feet of canvas to 10,000 feet. This year the *Britannia* sailed twenty-six times and won eleven firsts and seven other prizes. "We owe the King a great debt of gratitude," added the speaker, "I have never seen any one enjoy yacht racing more than he does. He is on the *Britannia* all the time, and this year he sailed her for a whole day."

MADAME FLINT**GREAT
REMOVAL
SALE****DRASTIC REDUCTIONS**

GREAT REDUCTION SALE

SWATOW DRAWN WORK HAND-MADE LACES
SILK EMBROIDERIES IVORY WARE
MAH-JONGG SETS MANDARIN COATS

All Kinds of LADIES' FANCY GOODS.

CHRISTMAS IS FAST APPROACHING

Those desirous of obtaining
VALUABLE XMAS GIFTS
Should not fail to Visit.

SWATOW DRAWN WORK COMPANY,
16, Des Voeux Road Central.

CAMMELL LAIRD & Co., Ltd.

Birkenhead, Sheffield, Nottingham, Birmingham,
Penistone & London.

PASSENGER CARGO & WAR SHIPS

MARINE ENGINES & BOILERS

CRANK SHAFTS.

SHAFTING.

13, PEKING ROAD, SHANGHAI.

BICYCLES

Telephone K711. LADIES', GENTLEMEN'S JR-TANDEM Telephone K711.
FOR HIRE OR SALE.

NEW YEAR SALE

Boys' and Girls' Bicycles Just Arrived.

HANG LEE CYCLE CO.,

29, HAIPHONG ROAD, KOWLOON.
NEXT TO PALACE HOTEL.

AILSA CRAIG

MARINE MOTOR.

A first-class British-made Motor at a reasonable price.

1 Cylinder to 6 Cylinders
4 H.P. to 50 H.P.

Prices and particulars from

SOLE AGENTS:

DODWELL & CO., LTD.

Telephone C. 1030.

Machinery Dept.

LIKE A TALE FROM "THE ARABIAN NIGHTS"

INDIAN WATCHMEN AT LAW.

"It is rather like a tale from the Arabian nights," said Mr. Justice Gompertz's comment on a case which came up for hearing before him in the Summary Court, yesterday. The case was one in which an Indian guard named Ghulam Khan for \$12, alleged to be in the balance due for money lent. He also claimed \$300 damages for malicious prosecution.

Mr. C. A. S. Russ, for the plaintiff, outlining his case said that up to September of last year, when the transaction began, the parties were both on excellent terms. During that month, however, while they were up at the police station drawing their pay, Ghulam asked Nathoo to lend him \$30 as he wanted to act the Good Samaritan to some new arrivals. Nathoo thereupon handed over the \$25 which he had just drawn from the Police coffers together with a further \$5 that he borrowed from one Ahmed Ali. About ten days later Ghulam asked Nathoo to pay back the money and it was agreed that the former should accept a hookah pipe in part payment, leaving a balance due of \$22. Ghulam took the pipe away and in the following month Nathoo reduced his indebtedness to \$12 by a payment of \$10. He promised to pay the \$12 by November 1st, but when they met up at police headquarters on pay day, November 5th, Nathoo tried to put Ghulam off and they both got fairly angry about it.

Continuing, Mr. Russ said on November 17th the defendant sent a relative named Fasil Khan to the plaintiff. Fasil, who came with no apparent object, stayed the night and gave Ghulam some sweets. When he tasted these dainties Ghulam thought they seemed bitter and he got the idea that he was going to be poisoned. Both parties made a complaint to the police but no action was taken about it.

Nathoo went up to police headquarters on November 10th and applied for a warrant, charging Ghulam with the theft of the hookah and also with the theft of a blanket which the plaintiff could prove, said Mr. Russ, that he brought from India with him. Ghulam was arrested summarily and was kept in jail about 24 hours before being released on bail. The case was remanded to November 20th and when the charge was investigated the Magistrate dismissed the case. In the meantime Ghulam had had to instruct solicitors, which cost him \$60.

Mr. Russ said the actual issue was as to whether or not the pipe was handed over.

His Lordship: It is all rather like the Arabian nights. However—

Mr. Russ: These cases always are. Mr. H. C. Macnamara, for the defence, suggested that it was clear the proceedings had arisen out of an obscure quarrel over the supposedly poisoned sweets.

His Lordship gave judgment in favour of the plaintiff for \$12 claimed and \$125 damages. "I am quite sure," the Puisse Judge added, "that when the plaintiff's friends know he has got damages they will quite forget that he has been in jail."

ALLEGED MALICIOUS DAMAGE TO A SHIP.

S.S. "SHANTUNG" DAMAGED WHILE IN DOCK.

The first bosun of the s.s. *Shantung*, which is at present undergoing repairs in the Takoo Dockyard, and a Chinese foreman iron worker at the Dockyard, appeared yesterday afternoon before Mr. J. R. Wood at the Magistrate's court on remand in connection with a charge of maliciously damaging the vessel.

Mr. T. G. Bennett prosecuted on behalf of the China Navigation Company; Mr. R. E. A. Webster represented the first defendant (the bosun) and Mr. K. L. Lo defended the second defendant.

In the course of his opening address, Mr. T. G. Bennett alleged that a plate had been removed from the bow of the ship and replaced by another plate so as to leave a crevice for an unlawful purpose. He alleged that the crevice so made was for the purpose of concealing contraband. The defendants, he said, were seen and arrested where the work was taking place.

Mr. A. Crawford, assistant to the Superintendent Engineer of the Company, estimated the damage so caused to the vessel at \$40.

Cross-examined by Mr. Lo, Mr. Crawford said that the hole which had been tapped in the plate had been made within three days of the time of its discovery, and in his opinion it was impossible that such a hole could have been tapped whilst the vessel was at sea.

The contractor, under whom the defendant foreman worked, stated in the box that he knew nothing at all about the s.s. *Shantung*. She had not come under his supervision. In reply to the Magistrate, he said that he did not take on little jobs for the crew outside his own contract.

After further evidence had been taken this Worship expressed the opinion that the only thing that had been proved so far was that a plate of the vessel had been tapped, to which Mr. Bennett had been asked to find it rather difficult after he had worked up his case, if he would not present it in the way in which he wished to bring it out.

The Magistrate expressed regret and said he did not mean to hamper Mr. Bennett in the conduct of his case.

Mr. G. Bird, in charge of the Dockyard police, said that he was informed that the second bosun of the ship had given instructions to the second defendant to do the job. When he went on board the vessel to find the second bosun he was missing and had not since been seen. The Chief Officer of the vessel (Mr. Blomdinning) told the Magistrate that the members of the crew had no authority over the dockyard employees and they had no right to give them orders and in this particular the bosun had no more authority than anybody else.

(Continued at foot of next column.)

BOLSHEVIST PROPAGANDA FROM CANTON.

A MISCHIEVOUS "CITIZENS ASSOCIATION."

Judging from the number of "manifestos" issued in crude English, at Canton by the so-called "Citizens Association of Diplomacy," the little group of Russian Bolsheviks who have their abode there would appear to have been very congenially employed in connection with the Customs Surplus question.

Two of these manifestos reached us yesterday. One is addressed "To the weak nations of the world," the other to "The peasants and working class of America, England, France, Japan and Italy."

Forward to the make-up of an anti-imperialist united front of weak nations of the world against the exploitation and oppression on the part of the imperialist States! Down with the World Imperialism! Thus begins the manifesto to "the weak nations of the world," and it ends in the same way. The weak nations are told that these imperialist states—America, England, France, and Italy—are in close co-operation with a small circle of "notorious feudalists, bankers, bureaucrats and professedly political figures in the military regime," and that "They let the civil war live long through the support of dollars and guns to the reactionary Peking Government that has shot workers to death, imprisoned students, killed people delegates, closed Press, and done dozens of evils at the sacrifice of people interest." The "battleships" of America, England, Japan, France and Italy, the manifesto says, are now stationed in the Pearl River. "The time comes when you [the weak nations] should stand firm for the right of China. Get up."

The other manifesto has an even more definite Bolshevik ring. "The peasants of America have fought against the World Court; why not against the participation of the United States in Chinese affairs? The World Court means Capital export to Europe; the participation in Chinese affairs means capital export to China." This moving appeal to all the nations represented by "battle ships" at Canton ends with a vociferous call to "Down with the world imperialism! Down with the co-operation between of the military clique and the world imperialist powers! Long live the liberation of Chinese toiling masses! Long live the Canton Government!"

It is difficult to see how the cause of "the Canton Government of China" can be assisted by the pernicious activities of "the Citizens Association of Diplomacy."

China expects her sovereign rights to be respected. That was the diplomatic reply which Dr. Wellington Koo gave, says a Peking paper, to a question regarding the probable attitude of the Chinese Government in the event of the Allied warships now in Canton forcibly preventing the seizure by Dr. Sun Yat Sen of the Kwangtung Customs.

The question arose as a result of the criticism voiced in some Chinese circles respecting the right of the foreign Powers to assemble at Canton with the avowed object of using force against Sun, should occasion demand. At the Waichowu no definite statement was made as to whether the Chinese Government approved of the action of the Powers, it being pointed out that the memorandum sent from the Foreign Office to five of the Legations was merely in the nature of a question and not to be considered in any way antagonistic.

CORRESPONDENCE.

BRITISH INCOME TAX.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—There must be many of your readers who are British subjects (and, of course, this includes persons born in the Dominions and Colonies) who have money invested in England.

I feel sure few of them are aware that they are entitled to reclaim a part—at least—of the heavy British income tax deducted from their dividends, mortgage interests or other income which has been taxed in the United Kingdom.

Prior to April, 1920, very few persons resident abroad could reclaim tax from the British Inland Revenue, but since that date, practically every British subject living abroad has the right to get back a part of the tax suffered by him in respect of his British income.

Many of my personal friends, living abroad have been able to recover sums running into hundreds of pounds, and I would advise any of your readers who suffer from the tax to look closely into the matter. In these days of bad trade, heavy expenses and high income tax, no one can afford to neglect the recovery of a tax that hits everyone so hard.—I am, Sir, yours faithfully,

A. J. LIVESEZ.

24, Grosvenor Place, Hyde Park Corner, London, S.W.1. November 20th, 1923.

The Magistrate held at this stage that nothing had been proved against the first defendant, and he was discharged. Mr. Lo thereupon submitted that the second defendant likewise had no case to answer.

His Worship held a contrary opinion and a lengthy argument ensued between the solicitors and the Bench as to the meaning of the word "malicious." Mr. Lo contending that in this case there was no malicious damage whilst Mr. Bennett argued to the contrary.

The Magistrate decided to adjourn the case until Monday next when he would then give his decision as to the meaning of the word "malicious."

SPORT.

CRICKET.

NAVY v. THE ARMY.

A two days' cricket match between the Army and the Navy was commenced yesterday on the Club ground. The Navy went in first and knocked up a good all round score of 231 in their first innings. Only three of the eleven failed to get into double figures. Lieut. D'Arcy Evans and Lieut. Boyle were the highest scorers, with 49 each. The Army were sorely lacking in good bowlers and they tried out no fewer than six men.

The Army replied with 148 in their first innings, Capt. Dods topping the score for his side with 31. On this score it looked as if the Navy would have an easy victory, but the unexpected happened which resulted in the Army prospects of pulling the match round becoming quite bright. Just before 4 p.m. the Navy went in to bat again and after the fall of the first four wickets for 80 odd it looked as if they were going to make another good score, but a hot set in and between 5 p.m. and 5.30 p.m. the six remaining wickets were mowed down for a comparatively small score and the side was out for 102, the last six wickets only producing something under 20 runs. Rough, who was brought on to bowl shortly after the collapse had set in, was mainly responsible for the rapid disposal of the wickets. In two overs he secured 3 wickets for five runs. Each also helped things considerably. He bowled practically throughout the innings and took six of the wickets for 30.

The Army went to the wickets in the few minutes left for play and Stripp, after scoring two, was bowled by Pomfret. Stumps were then drawn. The Army now require 204 to win.

During the match the Regimental Band of the East Surrey Regiment played a delightful selection of music and many Naval and Military officers and their wives witnessed the game.

NAVY.				
1st Innings.				
Lieut. Commander Pafford, c and				
b Rough	27			
Mid Evans, c Smith, b Jacob	29			
Lieut. Com. Jotham, l.b.w. Kent	33			
Rev. Father Purcell, b Walker	10			
Lieut. Com. Hargreaves, st. Stripp	8			
b Jacob	8			
Lieut. D'Arcy Evans, c Stripp, b	49			
Dods	49			
Lieut. Beant, b Jacob	28			
Lieut. Boyle, not out	49			
Lieut. Gould, c Stripp, b Jacob	2			
Lieut. Com. Lockhart, b Walker	7			
Lieut. Pomfret, st. Stripp, b	13			
Walker	5			
Extras	5			
Total	231			

Bowling Analysis.				
	O.	M.	R.	W.
Rough	6	1	50	4
Jacob	16	3	50	4
Walker	9.3	2	59	3
Cockell	2	0	9	0
Kent	5	0	35	1
Dods	5	0	34	1

ARMY.				
1st Innings.				
Capt. Kent, c Lockhart, b Pomfret	7			
Lieut. Armstrong, c Gould, b	29			
Pomfret	29			
C. Q.M.S. Stripp, b Pomfret	24			
Lieut. Allfree, b Gould	24			
Capt. Dods, b Pomfret	31			
Major Hattersley-Smith, b Pafford	1			
Lee-Serge. Cockell, b Gould	1			
Capt. Walker, c and b Gould	10			
Serge. Percy, c and b Beant	4			
M.G. Rough, c Pafford, b Gould	3			
J.M.S. Jacob, not out	10			
Extras	10			
Total	148			

Bowling Analysis.				
	O.	M.	R.	W.
Hargreaves	4	3	10	0
Pomfret	15	5	36	4
Evans	5	0	17	0
Gould	11	1	48	4
Pafford	5	0	19	1
Beant	3	0	1	1

THE NAVY.				
2nd Innings.				
Pafford, l.b.w. Walker	14			
D'Arcy Evans, l.b.w. Jacob	20			
Beant, c Walker, b Jacob	24			
Boyle, c Armstrong, b Jacob	15			
Purcell, c Armstrong, b Jacob	8			
Jotham, c Dods, b Jacob	9			
Evans, c Stripp, b Rough	4			
Hargreaves, not out	2			
Lockhart, b Rough	1			
Gould, c Stripp, b Rough	6			
Pomfret, c Allfree, b Jacob	0			
Extras	4			
Total	102			

Bowling Analysis.				
	O.	M.	R.	W.
Jacob	10.3	0	55	0
Walker	8	1	19	1
Kent	2	0	19	0
Rough	3	1	5	3

H.K.C.C. 1st XI. v. EAST SURREY REGT.

In this match to-morrow (Saturday) the Club will be represented by T. E. Pearce (capt.), Col. T. A. Robertson, E. J. R. Mitchell, R. E. A. Webster, E. G. Lammer, M. M. Maas, C. B. More, A. C. I. Bowker, F. O. Miller, M. O. Hagen and C. R. Baron.

H.K.C.C. 2nd XI. v. U.R.C. 2nd XI.

The following will represent the Club in this 2nd XI match to-morrow (Saturday):—H. E. Hollands (capt.), Capt. C. T. Hinch, D. H. F. McMaster, H. Griffin, D. E. Donnelly, C. V. Mark, R. M. Macalpine, G. H. Piercy, O. T. Fowler, P. Jacks and M. M. Watson.

(Continued at foot of next column.)

INSULIN MANUFACTURER ON WORLD TOUR.

VISITING HONGKONG.

Dr. Charles J. Lynn, Secretary and General Manager of Eli Lilly and Co., Biological Chemists of Indianapolis, U.S.A., accompanied by Mrs. Lynn, and Mr. G. J. Welsley, King, Ph.C., general representative of the Lilly Company in the Far East, are guests at the Hongkong Hotel for a few days' visit with their wholesale distributors, Messrs. A. S. Watson and Company, Ltd.

It will be recalled that newspapers and magazines only a few months ago, glowed with the revelation that a young Canadian doctor had discovered a new remedy for diabetes mellitus.

The world stood thrilled when Dr. Lister originated antiseptics; Von Behring, the discoverer of diphtheria antitoxin, gave new hope to childhood; Koch found the basic influences of tuberculosis. And now Dr. Banting reveals to the world a remedy for diabetes, and through Eli Lilly and Co., Biological Chemists, has made it possible for every diabetic in the world to take a new lease on life and at a cost so trifling as to be within the reach of everyone.

The discovery of insulin is an interesting scientific incident. Dr. Banting, a teaching and practicing medicine in a small city in western Canada. Although only twenty-eight years old, he devoted into many of the serious scientific problems of his profession. The idea came to him that by following a certain scientific procedure he could isolate from the pancreas, or sweetbread, of animals the active principle which it was known to contain, and which was known to control the utilization of sugar in the metabolism or building up of body tissues. With this idea in mind Dr. Banting returned to his alma mater, the University of Toronto, and presented his idea to Dr. J. J. R. MacLeod, professor of the department of physiology.

After having been assured that his idea was well worth trying in a laboratory way, he set to work with the assistance of Dr. G. H. Best, in the laboratory of Dr. MacLeod, and after several months, succeeded in obtaining a preparation made from the pancreatic gland of animals which would prevent sugar from appearing in the urine of diabetic animals. Considerable difficulty was experienced at first in producing a preparation of Insulin sufficiently pure for therapeutic use, but this was finally accomplished by Drs. Banting, Best and J. B. Collip. To all these men, and in addition the clinical group in Toronto who supervised its use in hospital cases, is due a world's debt of gratitude. They have added new lustre to the crown of science.

It has been said that the discover of insulin and its application in the treatment of diabetes is the greatest development in medicine in fifty years. In less than two years hundreds of lives have been saved, and thousands of diabetic sufferers have been so improved that they were able to resume their normal ways of life. Many children doomed to die within three to five years, have had their little lives indefinitely prolonged.

Like many valuable agents for good, insulin may also produce harmful effects if improperly given. It is for this reason that insulin should never be used except under the direction of a physician. Its use is indissolubly connected with the use of proper diet. No patient should receive insulin who does not understand the principles of dietetic treatment in the disease diabetes. No patient who is unwilling to weigh and measure foods and their proper relation to the administration of insulin, should be permitted to use this product, the scientists say. Throughout the world many clinics have been founded and to these clinics physicians are invited to learn the best methods of administering this new product. Its administration is not difficult, simply requiring attention to diet and close control of the insulin dosage.

Dr. Banting and his associate scientists impress this one point on all with whom they discuss the curative powers of insulin—the diabetic patient who endeavours to treat himself without the aid and advice of a competent physician makes a mistake that may have unhappy results. The safe, effective way is the physicians' way.

The Noble prize for medicine in 1923 has been awarded to Dr. Banting.

H.K.C.C. 2nd XI. v. NAVY 2nd XI.

In this match to-morrow (Saturday), the Club team will be composed of E. G. England (capt.), A. V. T. Dean, J. N. Owen, G. M. Dorkins, J. P. Bridger, J. F. Hancock, W. Brackenridge, G. W. Sewell, H. Spicer, E. M. Chaloner and H. H. Day.

K.C.C. 2nd XI. v. UNIVERSITY.

In this League match at Kowloon on Saturday at 2.15 p.m. the home club will be represented by H. Overy, W. L. Weaver, A. O. Brown, A. R. F. Raven, O. B. Raven, B. Petheram, E. J. Edwards, A. J. Kew, F. W. Howell, J. C. Long and D. S. Green.

HOLIDAY CRICKET.

LAST SHANGHAI INTERPORT TEAM v. THE REST.

The New Year match "Last Shanghai Interport Team" v. "The Rest," will be played on 1st and 2nd January, commencing at 10.15 a.m. both days, instead of on Saturday (29th December) and Tuesday (1st January).

H.K.C.C. v. CRAIGENGOWER.

On New Year's day, in addition to the match on the Club ground, the H.K.C.C. are playing a whole-day match with Craigengower on the latter's ground, commencing at 11 a.m. The following will represent the H.K.C.C.:—L. D. McNicol (capt.), E. C. Hagen, B. G. England, Capt. C. F. T. Hough, D. E. Donnelly, D. H. F. McMaster, G. H. Piercy, P. Jacks, W. Brackenridge, J. F. Hancock and Capt. B. F. Walker.

QUALITY TELLS

IN SPORTS EQUIPMENT.

WE STOCK ONLY THE BEST.

"McGREGOR"
FOOTBALLS & BOOTS.

SPECIAL
DISCOUNTS
TO
CLUBS
&
SERVICE
TEAMS.



JERSEYS

IN VARIOUS DESIGNS & COLOURS.



KNEECAPS • SHINGUARDS
PUMPS • WHISTLES
ANKLETS • LACERS

SPORTS DEPT.

LANE, CRAWFORD, LTD.

GREEN ISLAND CEMENT CO., LTD.

Best Portland Cement

SHEWAN, TOMES & CO.,

GENERAL MANAGERS,
HONGKONG.

COLUMBIA

(NEW PROCESS)

DANCE RECORDS

FOR THE NEW YEAR

AT

ANDERSON'S.

Powell Ltd.

TELEPHONE, C. 4578.

PREPARE FOR THE COLD WEATHER

For Children

Woolen Underwear
Breechets
Coats
Scarves

For Ladies

Furs
Winter Coats
Golf Coats
Scarves

Phoenix and Holaproof
Silk Hosiery
in All Shades.

NEW ADVERTISEMENTS

BANK HOLIDAYS.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on TUESDAY and WEDNESDAY, the 1st and 2nd JANUARY, 1924. Hongkong, 27th December, 1923. [1769]

TERCENTENARY OF ST. FRANCIS DE SALES.

ENTERTAINMENT AT CLUB LUSITANO.

IN connection with the Celebration of the Third Centenary of St. Francis de Sales, the Patron of Catholic writers and preachers, an ENTERTAINMENT under the Patronage of His Lordship Bishop PORCINI, will be given at 8.30 P.M., TO-DAY, 28th DECEMBER, at the CLUB LUSITANO, by kind permission of the Committee of the Club. All Catholics are cordially invited. An Excellent Programme has been arranged. [1770]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD. AND CHINA MUTUAL STEAM NAVIGATION CO. LTD.

CONSIGNEES per Company's Steamer

"LYCAON"

are hereby notified that the Cargo will be discharged at the Godown, where it will be at Consignees' risk and subject to the conditions of storage at the Godown. The Cargo will be ready for delivery from Godown on and after 27th December.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godown, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 2nd January, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 15th January, or they will not be recognised. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 27th December, 1923. [1767]

HUGO STUNNES LINEN.

NOTICE TO CONSIGNEES.

THE Steamship

"EMIL KIRDOFF"

having arrived, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf & Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 2nd January, 1924, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on Thursday, the 3rd January, 1924, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

All Claims must reach us before Saturday, the 13th January, 1924, or they will not be recognised. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 28th December, 1923. [1768]

RICKMERS LINE.

NOTICE TO CONSIGNEES.

FROM HAMBURG AND ANTWERP.

THE Steamship

"ODIN"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godown of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense.

Optional Cargo will be carried on unless instructions are given to the contrary before Noon, To-day.

All broken, chafed, and damaged goods are to be left in the Godown, where they will be examined on 31st inst., at 10 a.m., by Messrs. Anderson & Ashe.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 2nd proximo, will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit, signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected. Bills of Lading will be countersigned by NAAMMOON VERHOEFF & CO., CARL BODIKER & CO., HANDELMATSCHAFFEN (LTD.), Agents, Rickmers Line.

Hongkong, 28th December, 1923. [1766]

FOR SALE.

COMPLETELY or Separately FURNITURE, ELECTRIC FITTINGS, etc., All in Very Good Condition. Delivery Prompt, January 2nd proximo. Apply to P. A. c/o Daily Press Office. [1765]

TO LET.

OFFICES in UNION BUILDING—Two Rooms on Fifth Floor, Union Insurance Society of Canton, Ltd. [1764]

INTIMATIONS

INTERPORT RUGBY.

HONGKONG F.C. v. SHANGHAI R.F.C.

At CLUB GROUNDS, HAPPY VALLEY on WEDNESDAY, JANUARY 2nd, 1924. Kick off 4 P.M.

ADMISSION.

Covered stand, Members ... \$1.00.
Non-Members ... 2.00.
Open stand ... 50 cts.

Booking at MOUTRIE'S.

Club Members from 24th—27th inst. inclusive. Non-Members on and after 28th inst.

NAVY v. SHANGHAI R.F.C.

On THURSDAY, JANUARY 3rd, 1924. Kick off 4 P.M.

ADMISSION.

Covered stand, Non-Members ... 50 cts.
Open stand ... 20 cts. [1769]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Certificate No. 746 dated Hongkong 5th April, 1923, for Five Shares of this Bank numbered 62976/62980 inclusive registered in the Name, MRS. CLAUDE MARIA ECA DA SILVA, ABELLA has been destroyed by Fire, and should this Certificate not be produced to the Bank before the 17th January, 1924, a New Certificate for the Shares will be issued, and the aforesaid Certificate No. 746 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors,
A. G. STEPHEN,
Chief Manager.

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

CERTIFICATE No. A/68 for Nine Shares, 24 per share paid up, numbered 98948/98951 in the Society standing in the name of KWONG SING LUNG of Yokohama has been declared LOST, and if at the expiration of One Month from the Date hereof the above document be not forthcoming the said Certificate will be deemed cancelled and of no effect, and a NEW Certificate for the Nine Shares will be issued in its stead by the Society.

C. MONTAGUE EDE,
General Manager.
Hongkong, 11th December, 1923. [1766]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.

CHINA MUTUAL STEAM NAVIGATION CO. LTD.

CONSIGNEES per Company's Steamer

"LAOMEDON"

are hereby notified that the Cargo will be discharged into the Godown, where it will be at Consignees' risk and subject to the conditions of storage at the Godown. The Cargo will be ready for delivery from Godown on and after 24th December.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godown, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 25th December, will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 12th January, or they will not be recognised. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd December, 1923. [1764]

BOWERN & CO.,

No. 8, MURDOCH ROAD, SHANGHAI.

Members British Chamber of Commerce (Shanghai). Mr. T. W. BOWERN, Fellow of the Institute of Chartered Shipbrokers, Incorporated by Royal Charter, London.

STEAMSHIP AGENTS AND SHIPBROKERS. For the Purchase, Sale and Charter of Vessels of any Tonnage, Passenger and/or Cargo, New and/or Old, with delivery China at Very Low Prices.

SALVAGE OPERATORS, MARINE SURVEYORS, AUCTIONEERS, COAL MERCHANTS, FREIGHT BROKERS, METAL MERCHANTS, Machinery For Sale, New and Old in First Class Condition.

IMPORTERS AND EXPORTERS, SHARE-BROKERS. (Members Shanghai Share-Brokers' Association).

SOLE AGENTS FOR CHINA—GENERAL PATENT AMMUNITION, SAKUYI WALKER & Co., Ltd. (Sheffield), High Class Steel Manufacturers (Tank Brand).

Catalogues and Price-Lists on application. (Enquiries Welcomed).

CABLE ADDRESS: BOWERN, SHANGHAI. Comes: Bentley's, Booth's, & Co. 6th Edition and Improved.

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes—YI.

BOARD RESIDENCE, Single and Double Rooms, Well Furnished, Excellent Cuisine from \$4 Per Day inclusive, 1, VICTORIA GARDENS, Hankow, KOWLOON. [1762]

FURNISHED APARTMENTS in Kowloon with Gas Cooker and Servants' Quarters. \$65.00 Per Month. 2 Minutes from Ferry. Apply Z. c/o Daily Press Office. [1763]

INTIMATIONS

CAFE WISEMAN.

HIRING DEPARTMENT.

XMAS AND NEW YEAR PARTIES.

WE are making a Special Feature of This Department during the CHRISTMAS and NEW YEAR Festivities.

OUTLERY, PLATE, CHINA, GLASS and TABLE LINEN.

May be Hired—All our Stock is entirely NEW and Customers may rely on all Goods sent out from This Department giving Entire Satisfaction. [1768] (LANE, CRAWFORD, LTD.)

MONIES up to \$300,000. are available for Investment on First Class Mortgage Security subject to a Trustee Valuation.

Apply to Messrs. DEACON, HARTON & SHERTON, 1, D. V. Road Central. [1746]

P. & O. BANKING CORPORATION LIMITED.

(INCORPORATED IN ENGLAND 1839) with which is affiliated THE ALLAHABAD BANK, LTD., INDIA.

AUTHORISED CAPITAL

SUBSCRIBED AND PAID UP ... \$2,500,000

RESERVE FUND ... \$1,100,000

HEAD OFFICE.

122, Leadenhall Street, London, E.C. 3.

WEST LONDON BRANCH.

14-16, Cockspur Street, London, S.W. 1.

EASTERN BRANCHES:

Bombay, Calcutta, Karachi, Madras, Colombo, Singapore, Hongkong and Shanghai.

The Corporation undertakes General Banking and Exchange Business of every description and in addition its Branches has Agencies in all the principal Cities of the world.

C. CHAMPKIN, Manager.

22, Des Voeux Road Central, Hongkong.

THE AMERICAN EXPRESS CO. INCORPORATED.

HEAD OFFICE: NEW YORK CITY.

INTERNATIONAL BANKING-SHIPING-TRAVEL

Eighty Offices are established in the Principal Cities of the World to provide Commercial Organizations and Private Individuals with a complete World Wide Banking, Shipping and Travel Service.

COMMERCIAL LETTERS OF CREDIT.

DEPOSIT AND CURRENT ACCOUNTS.

FOREIGN EXCHANGE.

LETTERS OF CREDIT.

TRAVELERS CHEQUES.

LETTERS OF CREDIT.

STEAMSHIP PASSAGES.

HOTEL RESERVATIONS.

BAGGAGE INSURANCE.

CABLE AND POSTAL REMITTANCES.

PURCHASE OF BILLS OF EXCHANGE.

Every approved Banking, Shipping and Travel Transaction.

P. J. VANHECKE, Manager.

RUSSO-ASIATIC BANK.

CAPITAL (FULLY-PAID) ... \$5,000,000

RESERVE FUND ... \$3,500,000

CAPITAL CONTRIBUTED BY THE RUSSIAN GOVERNMENT ... \$3,500,000

RESERVE FUND ... \$1,750,000

HEAD OFFICE:

Paris 9, Rue Bonaparte.

LONDON OFFICE: 54, Old Broad Street, E.C. 2.

BRANCHES:

LONDON: Messrs. Glyn, Mills, Currie & Co.

Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.

PARIS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.

Banque de Paris et des Pays-Bas.

LYONS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.

NEW YORK: The Irving Bank—Columbia Trust Company.

SAN FRANCISCO: The Crocker National Bank of San Francisco.

BRANCHES IN ASIA:

Chongchun Hankow Manchouli Tientsin

Chiocho Harbin Newchwang Urumtschi

Dairen Hongkong Peking Yokohama

Hankow Kailashar Shanghai

HONGKONG BRANCH.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Local Bills discounted.

Foreign Exchange on the Principal Cities of the World bought and sold.

R. A. BODGERS, Manager.

INDUSTRIAL AND COMMERCIAL BANK, LTD.

HEAD OFFICE: York Buildings, Chater Road, Hongkong.

BRANCHES: Shanghai, 51, Kiangs Road, Hongkong—British Consulate.

CORRESPONDENTS IN:

London, New York, Chicago, San Francisco, Yokohama, R.C. Honolulu, Singapore, Penang, Malacca, Batavia, Macao, Canton and all Commercial centres of China and abroad.

PROMPT SERVICE.

Attractive rates for all kinds of Deposits securities are welcome.

T. H. MAI, Manager.

PORTS

AND

SHERRIES.

For many years we have

enjoyed a reputation for Ports

and Sherries second to none.

We invite connoisseurs to

give our "D" & "E" brands

of both a trial. We do not

ask them to buy blindly but

to visit our extensive Wine

Vaults and taste these choice

wines before buying.

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants.

ESTABLISHED 1841.

BIRTHS.

BENJAMIN.—At Shanghai, on December 20th, to Mr. and Mrs. CHARLES BENJAMIN, a daughter.

JACOB.—At Shanghai, on December 21st, to Mr. and Mrs. S. I. Jacob, a son.

McMILLAN.—At Chiocho, on December 15th, to Mr. and Mrs. D. F. R. McMILLAN, a son.

STIRLING.—At Tientsin, on December 12th, to Mr. and Mrs. J. STIRLING, a son.

MARRIAGES.

KAWAGUCHI—RODDA.—At Union Church, Shanghai, on December 15th, PATR. SABCHO, son of the late Justice and Madame KAWAGUCHI, to ROSEMARY RODD, younger daughter of Mr. and Mrs. J. ROSEMARY, of Holmfirth, Yorkshire, England.

RUSHBROOKE—MAYLAND.—At Shanghai, on December 20th, Lieut.-Commander JEREMY RUSHBROOKE, Royal Navy, second son of the late R. W. J. RUSHBROOKE and Mrs. RUSHBROOKE, of Rushbrooke Park, Bury St. Edmunds, Suffolk, to CATHERINE MAYLAND, only daughter of Mrs. E. T. EDWARDS and the late ANDREW MAYLAND, of Shanghai.

DEATH.

DRAKEFORD.—At Mukden, on December 21st, MELBA, beloved wife of FREDERICK J. DRAKEFORD and eldest daughter of Mr. and Mrs. C. G. COLLIS, of Changchow.

Hongkong Office: 14, Chater Road.

London Office: 121, Fleet Street, E.C.

The Daily Press.

HONGKONG, DECEMBER 23TH, 1923.

ALARMS OF WAR IN CHINA.

Once again, we are told that "Chinese eyes are turned towards Mukden" because of certain military preparations that CHANG TSO-LIN is credited with making there. It may be remembered that about this time last year there was a great deal of talk in the North about the "inevitability" of war between the Fengtien and the Chihli factions, but time passed without these expectations being fulfilled, and the Kaoping grew meanwhile over the extensive area that was indicated as the probable theatre of the war. Since movements by great masses of men are considered impossible through a dense jungle of Kaoping the talk of war merged into reports of amiable conferences which banished all thoughts of hostilities, for a time. The history of the past year is now beginning to repeat itself. It is to be

hoped that the repetition will go the full length. It is impossible, however, to disregard the dangerous possibilities of the situation. There is a sinister ring about the sentence in Reuter's Peking cable published yesterday saying that "a plan of action against the Government has been drawn up, but no attempt will be made to put it into effect immediately, in the hope that support may be secured from a section of the Chihli party." The military dispositions of the two great military parties in the North are a constant cause of apprehension, and there are many other indications besides the Conference at Mukden that hostilities are in contemplation. If it is true that representatives of the Tsuchuns of Chekiang, Northern Shensi, and Kweichow are present at the Conference at Mukden, it can but serve to increase the fear in quarters already very apprehensive. In the neighbourhood of Shanghai just now the Chinese are said to be "very panicky" regarding a military threat to the district from the Chekiang-Fukien border, and though General Lu Yixiang, the Tsuchun of Chekiang, ridicules the menace, the military movements that are taking place in the province suggest to many minds that he regards the situation less optimistically than he admits. General Lu virtually declared his independence of Peking a year ago, and he is reported to have been urged by a delegation at Hangchow a week ago to make an open declaration of peace, but he is said to have regarded such a move as useless, although avowing that he "would not fire the first shot."

Sometime ago a solemn peace pact was made between the provinces of Chekiang and Anhui, and last week a similar agreement between Chekiang and Kiangsi was signed and sealed. In these agreements the signatories pledge themselves to the preservation of inter-provincial peace, and undertake not to attack or invade the territory of each other, or to allow the troops of any other province to march through or be quartered upon their territories. The menace to the Shanghai district is thus reduced to threats from Kiangsu and Fukien, and it is the activities of the Tsuchuns of these two provinces—who are described as "puppets of Peking"—that create the scare of an impending war in the Shanghai district. What substantial foundation these fears have it is not easy to estimate. We can only note the fact that the scare exists and that various Chinese organisations in Shanghai have appealed to the Tsuchun to lose no time in strengthening the defences of the province. So long as the Tsuchun system endures in China we shall never be free from these scares, or the actual horrors of war; but the fact that three neighbouring provinces have bound themselves by a peace pact within the present year is a very hopeful sign of progress in the right direction. Let us hope that the present scare will lead to a further extension of these agreements.

Five cases of diphtheria, one of enteric fever and three of cerebro-spinal fever were notified in the Colony last week.

Mr. Dillard B. Laseter, formerly United States Consul at Hankow, who recently went home on leave, has resigned.

A contingent of over 60 Weihaiwei Chinese police is expected to arrive in the Colony by the s.s. Hui Chen next week-end.

A small boy, aged four years, was scalded to death at No. 13, Kowloon City, on Tuesday, a pot of boiling congee being accidentally spilled over his neck. The unfortunate boy died shortly afterwards from shock.

A boy who was travelling third class on a Star ferry boat yesterday morning fell into the water as he was attempting to alight from the ferry. He was promptly pulled out of the water by several people near by and appeared to be none the worse for his immersion.

A notice in our advertising columns extends a cordial invitation to all Catholics to attend the entertainment which is being held at 6.30 p.m. this evening in the Club Lusitano, Ice House Street, in celebration of the tercentenary of St. Francis de Sales, Patron of Catholic writers and journalists. No charge is being made for admission. An excellent programme has been arranged.

Mr. F. S. Heinrich, manager of Messrs. Liggett and Myers' Canton Branch, was removed to the Government Civil Hospital on Wednesday night, suffering from a severely injured foot. Mr. Heinrich had been on board the s.s. Kinsan seeing some friends off to Canton when he suddenly discovered the vessel was moving away from the wharf. He climbed over the ship's rail and jumped on to the wharf, but in doing so fell heavily on to the wharf and so hurt his foot.

THE SMALL-POX EPIDEMIC.

There were 105 cases of small-pox and 77 deaths from the disease notified in the Colony last week. Among the cases were 1 Dane, 1 Indian, 1 British and 2 Japanese. The rest were Chinese. Five of the cases were imported.

During the three days ended Wednesday, the 26th inst., 25 fresh cases were reported, one of which was an Indian case, the rest being Chinese.

FAR EASTERN CABLE NEWS.

[THROUGH RUSSIAN AGENCY.]

SENSATIONAL ATTACK ON CROWN PRINCE OF JAPAN.

YOUTH FIRES AT IMPERIAL MOTOR-CAR.

Tokyo, December 26th. While H.I.H. the Prince Regent was proceeding to the Diet this morning, a youth, about twenty years of age, fired from a cane gun at the Imperial automobile, smashing

CABLES.

[REUTERS' AMERICAN SERVICE.]

CHURCH REUNION.
MOVEMENT TAKING SHAPE.

LONDON, December 26th.

The fact that three private conferences have been held at Malines within the past two years between unofficial representatives of the Anglican and Roman Catholic churches, with a view to exploring outstanding barriers between the two churches, was revealed in a Christmas message on the subject of the reunion of the churches which the Archbishop of Canterbury addressed to Anglican Archbishops and Metropolitan Bishops.

The principal Catholic representative was Cardinal Mercier, while Bishop Gore was amongst the five Anglicans at the third meeting a few weeks ago. The conferences, the latter two of which were apparently held with the official cognisance of the Pope and the Archbishop of Canterbury, discussed inter alia administrative problems which might arise if an agreement were reached on the doctrinal and historical questions which are keeping the two churches asunder.

The Archbishop of Canterbury declares that the discussions are still in the elementary stage, and no estimate can yet be formed regarding their ultimate value, but it seems indubitable that good must ensue and it is impossible to doubt that further conversations must follow, though he admits that the difficulties are immense and may prove, for some time, insuperable.

The Archbishop considers that the position of the Church reunion movement in Great Britain itself is fraught with abundant hope, while from overseas reports are steadily arriving showing the eager welcome the reunion appeal received, both in non-Episcopalian and Episcopalian churches.

AUSTRALIAN SHIPPING
REPORT.THE YEAR'S OUTSTANDING
AUCTION.

LONDON, December 26th.

The annual report of the Australian Commonwealth lines shipbrokers, Messrs. Turner, Davidson and Company, points out that while freight and prices for secondhand tonnage have decreased, the cost of new tonnage has increased at least ten shillings per ton, chiefly owing to the rise in the price of steel plates.

Last year has generally been depressing for shipowners. The breaking up market has been the chief outlet for old tonnage, Germany, Italy and Holland being the principal buyers.

British and foreign tonnage totalling 775,101 tons was laid up in the United Kingdom up to the quarter ended October 1st, of which 727,124 tons were British owned, an increase of 41,999 tons as compared with July 1st.

The outstanding auction of the year was four 5,000 ton vessels built at Hongkong, acquired by British shipowners for £215,000, with two 5,100 ton vessels built at Shanghai, for £200,000 each, which showed a loss that must have been considerably over £1,000,000.

The earthquake in Japan resulted in a demand for second-hand tonnage, up to 9,000 tons, and a large number of boats bound to and in Eastern waters were sold.

ACQUITTAL OF GERMAINE
BERTOU.PRESS DISCUSSION ON THE
VERDICT.

PARIS, December 26th.

The acquittal of Germaine Bertou, the Communist girl, is hailed by the Communist Press as a victory for the Republic and a blow at Fascism in France, and vengeance for the death of Jaurès.

On the other hand, the *Patriot Français*, denounces the verdict as a crime, while the majority of moderate journals deplore the result of the trial.

It is noteworthy that, the Advocate-General, after claiming the full penalty of the law, without extenuating circumstances, recalled that Platon Christian would have pleaded extenuating circumstances, as did his bereaved mother. The Advocate-General associated himself with that plea.

INTERNATIONAL EARTH-
QUAKE INSURANCE.ITALIAN RED CROSS SOCIETY
HAS PLAN.

LONDON, December 26th.

The President of the Italian Red Cross Society has submitted to members of the League of Nations a plan to establish an international insurance fund against earthquake and similar catastrophes.

ECHO OF SOUTH AFRICAN
REBELLION.

MARITZ UNDER ARREST.

CAPE TOWN, December 26th.

Maritz, the leader of 1914 rebellion, who recently returned to Africa from Germany, left Lourenco Marques for Pretoria with a view surrendering, and was arrested on crossing the border.

FIRE ON "MOLDAVIA"

VALUABLE CARGO ENDANGERED.

FREMANTLE, December 26th.

A serious fire has broken out in the forward hold of the s.s. *Moldavia*. The hold is being flooded at the rate of three thousand gallons a minute.

Cargo valued at £100,000 is endangered.

EARLIER CABLES.

AN ENGLISH CHRISTMAS.
SNOW AND RAIN.

LONDON, December 26th.

The holiday weather was varied throughout England, but chiefly wet. It was dismal in London, while there was plenty of snow in the Midlands and the North. More holiday-goers than ever departed for different parts of Britain, a goodly proportion of whom went to the seaside hotels and boarding houses, where ready-made meals and festivities were obtainable. Similarly, there was a large influx to the Metropolis of county families who are making Christmas a time for visiting town. The West End hotels were full and vied with one another to provide attractions and novel forms of pleasure.

THE MISSING AIRSHIP.
THOUGHT TO HAVE DESCENDED
IN SEA OR DESERT.

PARIS, December 26th.

Air experts are of opinion that the French airship *Dixmude* has descended either in the sea or desert, owing to lack of fuel. Meanwhile it is hoped that at least some of those on board have escaped. The dirigible carried parachutes, life-buoys, arms and ammunition and a week's food and water.

ARMY AEROPLANES TO SEARCH
DESERT.

PARIS, December 26th.

The Ministry of Marine stated this morning that no news had come to hand regarding the *Dixmude*.

The Maritime Prefect at Toulon has received news that squadrons of army aeroplanes have left Tugurt to reconnoitre the desert.

REPARATIONS QUESTION.
COMMITTEE MEETINGS
ARRANGED.

PARIS, December 26th.

The Reparation Committee has decided to send out invitations to members of the expert committees. Sir Robert Kindersley replaces Mr. Norman for British. The third American will be the Los Angeles banker, Mr. Henry Robinson. The first committee meets on January 14th and the second on January 21st, in order to enable Mr. Robinson to reach Paris from California.

INDIA AND SOUTH AFRICA.

MR. SAPRU'S SUGGESTIONS.

POONA, December 26th.

Sir T. P. Sapru, in his presidential address to the All-India National Liberal Congress, urged the need of strong Government action in respect of Indians in South Africa. He suggested the raising of a tariff against African coal, and the reduction of freights on Indian coal, thereby encouraging the local industry. He emphasised that the Liberals would not tolerate revolutionaries, but recognised the desirability of extending constitutional reforms.

COTTON TRADE PROSPECTS.

LONDON, December 26th.

The *International Cotton Bulletin* says the trade in cotton goods in Britain is mostly unremunerative. The prospect of an appreciable improvement is not apparent. It urges the utmost efforts to increase supplies everywhere, as if the demand increases the scarcity will cause inability to take full advantage of same. It points out that whereas most English mills run twenty-four hours a week, the Japanese run sixteen hours a day.

LATEST CABLES.
[REUTERS' AMERICAN SERVICE.]

FIRE IN CHICAGO HOSPITAL.

FIFTEEN PATIENTS PERISH.

CHICAGO, December 26th.

It is known that fifteen persons were burnt alive or suffocated, and it is believed that at least three others perished in a fire at the Chicago State Hospital for Insane, which destroyed the frame structure used as a dormitory for tubercular patients.

HONDURAN DEBT.

AGREEMENT SIGNED FOR
PAYMENT.

TEGUCIGALPA, December 26th.

The Government of Honduras has signed an agreement for the payment of the Honduran debt, on the basis of £25,000 for each £100,000 bonds issued between 1867 and 1870. Loans totalling £5,365,570 were contracted during that period for the purpose of building the Trans-Oceanic Railway, but the scheme failed and no interest has been paid since 1872.

SEQUEL TO U.S. DESTROYER
DISASTER.SQUADRON COMMANDERS
SENTENCED.

WASHINGTON, December 26th.

A Naval Court Martial has sentenced Captain Watson and Lieutenant Hunter, commanders of the destroyer squadron which crashed on the rocks on the Californian coast several months ago.

Watson has been reduced 150 numbers in the promotion list and Hunter one hundred.

U.S. TRADE FIGURES.

New York, December 26th.

The Federal Reserve Board's November report says the production of the basic industries has decreased two per cent, chiefly due to the reduced output of iron and steel and smaller sugar millings. The volume of unemployment is two per cent, smaller than in the spring. Wholesale trade has decreased thirteen per cent, and the volume of foreign trade has declined to four per cent, about the spring.

(Continued at foot of next column.)

LORD MAYOR'S BANQUET.

INTERESTING SPEECHES.
PRIME MINISTER ON BRITAIN'S
FIRST DUTY.

Just as the Lord Mayor's Show earlier

in the day had been in the nature of an Empire pageant, so the banquet in the historic Guildhall at night on November 26th bore very appropriately something of the character of an Empire festival. Of all the distinguished company which assembled to do honour to the newly-elected Lord Mayor none received a more generous and wholehearted welcome than that which was accorded, at the reception which preceded the banquet, to the Dominion Premiers and delegates to the Imperial Conference. The speeches, too, were in accord with the general desire to show to our overseas visitors how sincere is the spirit of mutual goodwill which binds the Empire together.

When the Lord Mayor and Lady Mayoress entered the library shortly after six o'clock the room was already well filled. Their approach was heralded by a fanfare of trumpets. The Lady Mayoress, in a beautiful mauve gown, was attended by eight maids of honour and a small train-bearer in the Court dress of the early Georgian period. With them were Sheriffs Dron and Bennett and their ladies. Then followed what seemed an interminable roll of distinguished names as the Master of Ceremonies announced each guest.

Replying to the toast of "His Majesty's Ministers" the Prime Minister said (inter alia): "More than six years have passed since the Imperial War Cabinet passed an important resolution on the questions of Imperial Preference and migration. Its importance was fully recognised in 1917, and it is worth while recording the words of the resolution, which ran as follows:

"The time has arrived when all possible encouragement should be given to the development of Imperial resources, and especially to making the Empire independent of other countries in respect of food supplies, raw materials, and essential industries. With these objects in view this Conference expresses itself in favour of:

1.—The principle that each part of the Empire, having due regard to the interests of our Allies, should give possibly favourable treatment and facilities to the produce and manufactures of other parts of the Empire.

2.—Arrangements by which the intending emigrants from the United Kingdom may be induced to settle in countries under the British flag.

These subjects have been discussed at length at the Imperial Conference and if I may say a word about Preference, each Dominion is master in its own house, and has adopted its own fiscal policy; but that has not been inconsistent with a moderate treatment of one Dominion by another, and on the part of all Dominions by the Mother Country. We have sought in this Conference to have an increasing regard for the needs and aspirations of one another. We have not been able to travel in this matter as far as some of the Dominions would have us, but we are definitely moving towards a closer commercial co-operation, and how much further, how much faster, we dare move, rests with the people of this country. (Hear, hear.)

You have read of specific extensions proposed, extensions of great importance, for Mr. Bruce has stated that the Preference that has been announced, or rather which we have announced our intention of proposing to Parliament, will make possible the full development of his Murray river scheme, which, it is expected, will support three-quarters of a million people. There is no doubt that in that district the Empire will supply fruit in such abundance as to make any possible change of price negligible.

Similarly with regard to sugar. Increasing quantities can be grown inside the Empire, but although the preference given is substantial, there is no certainty as to the future, and it is therefore proposed to stabilise the present value of the sugar preference to ten years, thus giving the security necessary for the development of the industry.

(Continued on next column.)

U.S. COASTWISE SHIPPING
LAWS.QUESTION OF EXTENSION TO
PHILIPPINES.

WASHINGTON, December 26th.

President Coolidge has asked Mr. Jones, chairman of the Commerce Committee, to submit recommendations for the extension of the coastwise shipping laws of the United States to the Philippines, which, under the existing merchant marine law can be done by Presidential proclamation whenever the American shipping facilities are deemed adequate, and thereafter only American ships will be permitted to engage in trade between the United States and the Philippines. It is understood that both the Commerce Committee and the Shipping Board regard the American shipping facilities as being sufficient. Mr. Harding refused to issue the proclamation on the ground that it might conflict with a number of existing treaties to which the United States is a party.

FRANC SHOWS BIG DECLINE.

New York, December 26th.

The French franc has declined on the foreign exchange market to 4.91. It is asserted that this fall to below five cents, demand for which is most exceptional, has been influenced by the increased dollar in Paris.

The Home Government has agreed to

certain measures of financial co-operation where such help will lead to orders being placed at home, and the value of this double policy of preference and financial co-operation is plain. It means orders placed in this country. It means the development of transport and utility undertakings which will directly assist in the growth of such raw materials as cotton. And it means the absorption of settlers and growing markets for our goods. (Cheers.)

The whole policy is a practical one, and the Conference has considered the question of Empire settlement. The initial discussion demonstrated that the extent of the settlement must necessarily depend on the reasonable certainty of markets to absorb the produce of the settlers, and upon the rate of development which, in its turn, rests largely on finance. Therefore the key to settlement lay in the extent to which development could be accelerated, the financial co-operation which could be undertaken, and the market which could be created by preference. The question has been thrashed out in all its aspects by the Conference.

I believe that when the necessary legislation is passed we shall find that a great many of our hopes and ambitions have been realised. These meetings have been a most valuable experience for all of us—for us at home and for those from overseas. We can only recognise the sacrifice involved on the part of those who have come such great distances, but we hope that in time communications will be so improved that we shall see more of each other at a less cost of time and effort. I remember how Mr. Page, in that great work of his, written in the early days of the war with accurate vision, said that when the war ends the world will not take up its knitting and sit quietly by the fire for many a long year. That is true, but it is no reason why the British Empire should not try its own hearthstone, and why we should not attempt to make at least a happy fire-side clime for the family of nations to which we are so proud to belong.

FOREIGN POLICY.

It is an easy transition from these reflections to a brief consideration of British foreign policy. That policy must of necessity be directed to the safeguarding and maintenance of British interests. (Hear, hear.) The interests of the British Empire in foreign countries are first of all economic and commercial. When we speak of peace being the greatest British interest we mean that British trade and commerce, which are essential to the life of our people, flourish best in conditions of peace.

They expand or contract in proportion as the world is at peace or is disturbed by war or the result of war. War, revolutions, international jealousies and quarrels are alike inimical to our interests. And these trade interests are not the materialistic or sordid affairs which people would make of the nation of shopkeepers who talk sneeringly of a nation of shopkeepers. International trade lies at the base of a policy of justice and goodwill towards all mankind—(cheers)—and British Ministers are justified in placing the promotion of our trade in the forefront of our foreign policy. That policy is often misunderstood and criticised. We are accused sometimes by our friends of being anti this and pro that, while in fact we pursue the course—as other countries do—of our national interests, sure in our confidence that those interests harmonise with the highest ideals of international justice and the demands of free and active intercourse between all nations. (Cheers.)

The situation in Western Europe is still one of grave anxiety, and it cannot be said that the Great Powers largely involved have so far been successful in finding a solution. And hence it was that we hailed with particular satisfaction the signal of renewed willingness on the part of the United States of America to co-operate with Europe in this task. This does not, in our opinion, involve any attempt to drag America into our European entanglements or to make her the arbiter of European evidence. She would emphatically repudiate either interpretation herself, but her interests in the economic recovery of Europe, in which she must inevitably play a considerable part, is no less than our own, and she is capable, by reason of her detachment, to form judgments and offer advice which will be recognised and accepted by all.

Whether the efforts to bring about a conference which is now under discussion will succeed it is yet too early to say, and it would be premature to hazard a guess as to the particular form that it will take, but that Europe should be allowed to drift to her doom while the Powers look on with folded hands is not to be thought of, and the entire weight of our authority and of influence will be and is being thrown into the scales in favour of that co-operation with America, that common action between all by which just five years ago the war was won, and by which alone peace can be secured. (Cheers.)

Allied co-operation is not exclusively an international interest. It is a British interest. There is a distinct and logical line of connection between what is happening in Western Europe and the day-to-day life of our own people. And, pray, it is believed it is from no exclusively abstract or ethical consideration, nor, again, from the standpoint of treaty obligations alone, that Great Britain acts and will continue to act. She is, and she must be, inspired by regard for her own interests, by the contemplation of the industrial disorder in our own country, and by the spectacle of unemployed millions and diminished exports. Under these circumstances our duty, first and foremost, is to our own people. (Cheers.) Let us never forget that at the same time we are grappling with the possible recovery of the whole world. (Cheers.)

OUR COMMAND OF THE SEA.

Earl Beatty, responding for the Navy

to the toast of "The Imperial Forces," said: "At the Washington Conference the strength of the navies of the Great Powers was definitely laid down so far as capital ships and aircraft carriers were concerned. It was recognised that our peculiar situation as a scattered Empire admitted of special treatment in the matter of cruisers. The lines of communication between the great Dominions, India, the Colonies, the Mother Country, and each other lie upon the sea, and for their protection cruisers are all-important. The approximate length of the British trade routes is 80,000 miles. At any given moment there are over 1,000 British merchant ships scattered over these routes, and as attack may be made at any point of the 80,000 miles, it will be realised what a gigantic task is the protection of shipping in war time, and how impossible it is to carry it out without an adequate number of cruisers.

What is a capital ship? It seems to me that it can best be defined as a ship which combines the greatest offensive powers with powers of defence, which make it capable of withstanding attack all other types and weapons that can be brought against it. It must in addition possess speed and good sea-keeping qualities. The capital ship of to-day has to meet very different forms of attack from those to which it was exposed a few years ago. Not only have guns and torpedoes developed immensely, but submarines and aircraft are additional weapons to contend with. The gun has greater velocity, the shell has greater bursting charge, and the protecting armour has had to be increased accordingly. The increased efficiency of the torpedo has led to the successful adoption of new methods of under-water protection.

The advent of the submarine has increased the liability of ships to torpedo attack, and this has necessitated the development of anti-submarine measures to counter it. We have made great progress, and the race between the submarine and anti-submarine measures is somewhat similar to that between the tank and the armour. To-day the development of anti-submarine devices is more than keeping pace with the submarine, so much so that to the Power in command of the surface of the sea the submarine is not a great menace. To a Power weak on the surface of the sea it is a serious menace.

Then we come to the question of air attack on the capital ship, and the means for countering and defeating it. The improvement in armour protection against the gun is effective against the bomb, and the under-water protection against the torpedo is equally effective against aircraft bombs bursting close alongside a ship. Anti-aircraft fire has made great strides, and we should be able to rely on our own fleet aircraft for counter-attack. The decision that capital ships can be equipped to withstand all these forms of attack has not been reached without the most careful investigation, or without giving every consideration to the points which have been urged against it by those who hold that the day of the large surface ship is past.

To turn again to the air: Nowhere is the importance of this arm more fully recognised than in the Navy. It is not too much to say that in the future no fleet, no ship, will be fully equipped without aircraft. They are becoming an indispensable weapon of the fleet, as indispensable as guns or torpedoes, and as much a part of a ship's equipment. To command a fleet in the future, an officer's knowledge of the value and use of aircraft must be as intimate as his knowledge of the value and use of gun, torpedo, and submarine. The aeroplane has definite functions in the gunnery organisation of each ship. It may well be that the Commander-in-Chief and his staff will be quartered on board an aircraft carrier. During operations Staff officers in aeroplanes, far in advance of the fleet, should be able to give information enabling him to dispose his forces to the best strategic and tactical advantage. (Cheers.)

As in the case of the submarine, it is only the power which commands the sea that can secure the full use and freedom of action of aircraft borne in aircraft carriers and in other vessels of the fleet. It is therefore imperative that the arm of the Navy should be developed, unhindered, side by side with the gunnery arm, the torpedo arm, and the other arms which go to make up the efficiency of the fleet; and that a proper proportion of the personnel of the Navy should be devoted to its development as is the case with the other arms.

THE SINGAPORE BASE.

Perhaps I may be permitted to say a word about Singapore. This project of developing Singapore, or I might say putting it in order, has been criticised as if it were something new. This is by no means the case. For many years it has been a base, recognised by the more astute as being the best strategic position in the Far East. The Western Pacific has long been a station for strong British Forces, and the need for strength is surely no less to-day than it was in the past. Our possessions are no less; their value is ever increasing. The great Dominions of Australia and New Zealand have grown in population and prosperity. They require protection as much or more than in the past. The same may be said of India and the Crown Colonies. If those responsible for our destinies were to say that we can afford to rely for existence upon a small number of others, then Singapore would not be required; but if insurance is wise, if our interests are to be properly safeguarded, then Singapore must be brought up to date. A modern Fleet cannot operate without a properly equipped base. The nearest existing base which possesses the necessary facilities is Malta, 6,000 miles away. The naval forces of the Empire include the naval forces provided by the Dominions, and it does not require much imagination to look forward to the day when the Dominions, as they grow in

power and wealth, will not only assist in guarding the sea communications in the vicinity of their own coasts, but will provide a quota of the main Fleet, which is the basis of our sea power and which forms the support for the squadrons operating on the distant ocean routes. This envisages the development of Dominion navies, and I wish to make it perfectly clear that the Admiralty are definitely in favour of this policy, and will do all in their power to assist in the development of such naval forces as the Dominions may feel able to create. (Cheers.)

There is, however, an even more vital question than ships and armaments. I refer to the personnel. That personnel must be sufficient in numbers, and its high standard of efficiency must be maintained. The post-war reductions have reached a point where a halt must be called. If a 5-3-3 ratio be taken for personnel, as for capital ships, then we are at present below our numbers. Our larger requirements in cruisers render this shortage more pronounced, and some expansion will be necessary. Of the efficiency of the personnel, its discipline, and spirit at the present moment I can speak with enthusiasm and pride.

THE ARMY OF TO-DAY.

General the Earl of Cavan, replying for the Army, said that soldiers were grateful to Lord Derby for his pronouncement in the House of Lords last summer that there would be no further reductions in the fighting troops. The Army lost 20,500 men, 5,000 horses, and 264 guns as the result of the Geddes axe. The Army of to-day, for all its diminution in size, was determined to make itself a harder-hitting, quicker-moving instrument, and the keenness with which all ranks of the Regular and Territorial Armies had applied themselves to this task was the outstanding feature of this year's training. New developments in wireless, in tanks, in mechanical transport, in armoured cars, in anti-tank weapons, were being unfolded daily, and with this development came increased interest in the profession of arms, though he hoped it might not be misunderstood. The soldier did not want war. (Hear, hear.) The work of General Harington at Coatsman, the and the tactful and careful work of General Godley on the Rhine should be proof enough of this. There was no militarism in the British Army. (Hear, hear.)

There was just one point where our armour was weak, and he made an appeal to them for help. Recruiting for the anti-aircraft brigades in the Territorial Army was not good. They had only 700 men out of 4,000 that were wanted for the two brigades already authorised. Later another 12,000 would be required for the definite task of defending their own homes, and they would be recruited and trained near to the localities which they would have to occupy if war came. They were wanted, therefore, to defend their own kith and kin. On the Empire they were in close touch with staff officers of the Dominions. It was obviously important that their training and equipment should be on similar lines, and if ever those great free nations who made up the Empire should of their own free will decide to go to fight by our side, or if ever they called to us, then we should be ready with our plans, for there were ties far stronger than written treaties, and any such call must be irresistible. (Cheers.)

AVIATION DEVELOPMENT.

Sir Samuel Hoare (Secretary of State for Air) said: "Our Home Defence Force is already considerably stronger than it was twelve months ago, and month by month it will increase in strength, until eventually, as the first necessary stage in our expansion, we shall have a home defence force of fifty-two squadrons, comprising about 600 first-line machines. In this expansion I look to London, and I look to London with some confidence in view of the martial traditions of the capital of the Empire, to play a prominent part. I am making an attempt to include amongst these squadrons certain auxiliary formations somewhat on the lines of the Territorials.

As to the other side my duties, this civil side, we have had no less equally busy year. I have had two main problems to solve. In the first place I have had to try to put our civil air transport upon a sound basis, from which it is possible for it to expand and to become a future great national asset. I am glad to say that, thanks to the assistance of several men whose names are known and honoured in the city, I have every reason to hope that I shall succeed in this task. Civil air transport will, I am certain, become in the future one of the recognised means of communication. Even as things are I have during the last six months travelled 2,000 miles in civil machines with safety, comfort, and punctuality.

In the second place I have been doing everything that I could to revive the use of airships, both on the ground that they are of strategic value to our fighting forces and also on the ground that, if they prove successful, they will expedite in a marvellous degree the communications between Great Britain and the distant parts of the Empire. I see no reason why the negotiations, upon which we have been engaged for so many months, should not be brought to a successful conclusion, and the first steps should not be taken for starting a great Imperial air route between Great Britain and the Far East.

Thirty-one White waitresses (Bambos) have been engaged at the New Carlton, Shanghai. "Red lips, other than natural," said the Manager in an interview, "point and powder, and the women and girls have taken their place in the dining room, an efficient, good looking corps of waitresses. While they will not entirely replace the Chinese staff, they will, I am assured, be attended to the patrons, take their orders, and serve them."

Build up your Energy



If you are weak and need healthy energy, you must take Hall's Wine, the great British Tonic Restorative. Hall's Wine will quickly and surely build up your strength. You will feel the benefit of this great tonic from the first dose and the good it does is lasting.

Doctors recommend Hall's Wine and take it themselves.

Hall's Wine

THE SUPREME TONIC RESTORATIVE

From all first-class Chemists and Wine Merchants, and

BANKES & CO.
Hong Kong

Sole Proprietors:
STEPHEN SMITH & CO. LTD., BOW, LONDON, ENGLAND.



THE rifled tip is an exclusive Eversharp feature—found in no other pencil. It prevents the lead from wobbling or loosening. Eversharp holds enough leads at one filling to last for months and a new supply of Eversharp Leads is obtainable wherever Eversharps are sold.

For Sale at Leading Shops Everywhere

Wholesale Distributors for China:
STANDARD PRODUCTS COMPANY, INC.,
14, Canton Road, SHANGHAI.

PARIS FASHION NOTES

[FROM OUR SPECIAL CORRESPONDENT, ISABEL HANSLEY.]

PARIS, November 19th.

Nothing looks sadder or more in good taste for wear when lunching out than the three-piece costume. In cloth, velvet, moire or satin fulgurante, it looks equally well. Black or navy blue are the two shades chosen for preference, a bright note being added, if necessary, by a hat pin, a drooping feather, the lining of the trim of the hat, bow trimmings, or a narrow bandeau. The gloves, hand-bag and even the umbrella should all tone in with the principal colour-scheme. Instead of adhering rigorously to the idea of colour in the ensemble, gloves can be of white or grey and show stitchings or a lining of colour to the gauntlet cuff.

For afternoon tea wear the dainty little silk or crepe Georgeanne frock, with a long coat thrown over it, makes better wear than any other type. This may be changed for a costume in silk or satin-faced cloth, if a more severe type of dress is preferred. For all styles, fur trimmings to a coat are more fashionable than a stole or wrap of fur. The practical attraction of the silk frock that is worn under a long coat is that if one is pressed for time such a frock can be worn quite well at a quiet restaurant dinner as well. In this case a turban toque of panne velvet, trimmed with bunches of feathers, is worn to top it. The long coat may be of cloth or silk, and be trimmed with fur or a border of Cheville round the skirt, collar and deep cuffs. Underneath, one perceives glimpses of a charming dress in satin fulgurante or crepe de Chine that is long of line and exquisitely draped or folded over towards one side, long sleeves that show the shape of the arms, round or oval shapings for the neck, and, very often, an all-over design worked in beautifully shaded threads scattered over the whole. A detail of an ensemble that is very delightful consists in lining the coat with a similar material to that of which the frock is composed. Dove grey, silver grey, beige and almond green make many of these charming restaurant models.

For evening wear there are simple but effective lace dresses, showing a three-quarter skirt, an elbow sleeve, and a neck that is not too décolleté. Worn with a hat of tulle or lace and trimmed with a silver ribbon, the effect is pleasing without being obtrusive. Black and brown are the two special colours for dinner frocks of this type.

Black still remains the most popular colour for restaurant wear, and when the whim for introducing silver or gold in small or large quantities is indulged in the effect is very bright and attractive, seen against the background of looking-glasses and myriad of electric lights which any smart restaurant offers.

Although it is still somewhat early in the season, fur coats are invariably worn in the evening. In the day-time the three-quarter coat of silk or cloth does duty for a wrap, even if it does not specially belong to the dress worn beneath it. Coats of this type have proved to be so becoming to the majority of women that they have completely ousted the cape from its high pinnacle of popular favour. It is rarely seen now; when it does make its appearance its only effect is to add old-fashioned look to the dress it trims.

The corset, which the modern woman will consent to wear as getting so small that soon they will be no more than simple waist-bands to which the suspender can be attached. The majority of those now worn have no bones except the front busk, but are supplied with at least six suspenders. Dainty models are being made in satin, and trimmed with fine lace and rows of tiny ribbon roses.

For those who have the patience to struggle into them, there are elastic corsets that have no opening whatever and which one is obliged to pull on from the feet upwards. Women who wear such models declare them to be the most practical support of all.

Another novel model is made of silk jersey, and is fitted with a lacing up the back and another one down one side. With this, a brassiere is necessary. This is usually very decorative, being made of costly all-over lace, point de Milan, or Belgian point edged with a narrow Irish point and mounted on a foundation of net or tulle de soie.

All corsets should be made either in pink or white, and in satin for preference. Blue and other shades should only be chosen when these other colours are unobtainable.

The old-fashioned corset material, showing a decorative pattern worked all over it, is hardly ever worn now-a-days, except by people who retain their conservative tastes, or corsets as in other matters.

A modern phase of the art of corseting is that the stouter a person is the more her corsetiere will encourage her to wear soft, pliable materials such as silk, silk elastic or cotton jersey. Having urged her to choose one of these fabrics, the corsetiere who knows her business will then proceed to cut her a model that comes well down over the hips and is fitted with as many suspenders as it can comfortably carry.

The hair ornament is a detail of dress which has ceased to exist as far as day wear is concerned. A comb of carved buffalo-horn or good tortoise-shell may be seen occasionally, but as a rule hair-dressing is left severely simple, and the front hair is draped over the ears so as to harmonise with the present pull-on-type of hat.

For evening wear nothing, perhaps, is so much worn as the low-brow bandeau. A pattern worked in diamante on a band of black tulle is a novelty that is very pretty as well as light and becoming to wear. A design that is very effective shows a rising sun worked in this way, and as the tulle hardly shows at all when drawn well round the head, the effect is that of so many dew-drops spread out in the form of a sunburst.

The stiff type of bandeau looks well, but only if it accompanies a certain type of gown. A pretty model I saw recently was a twist of apple-green velvet finished at the side with two arm lily leaves that stood out stiffly over the left ear. The dress that accompanied was in white velvet and it was trimmed with touches of almond green velvet similar to that of the bandeau.

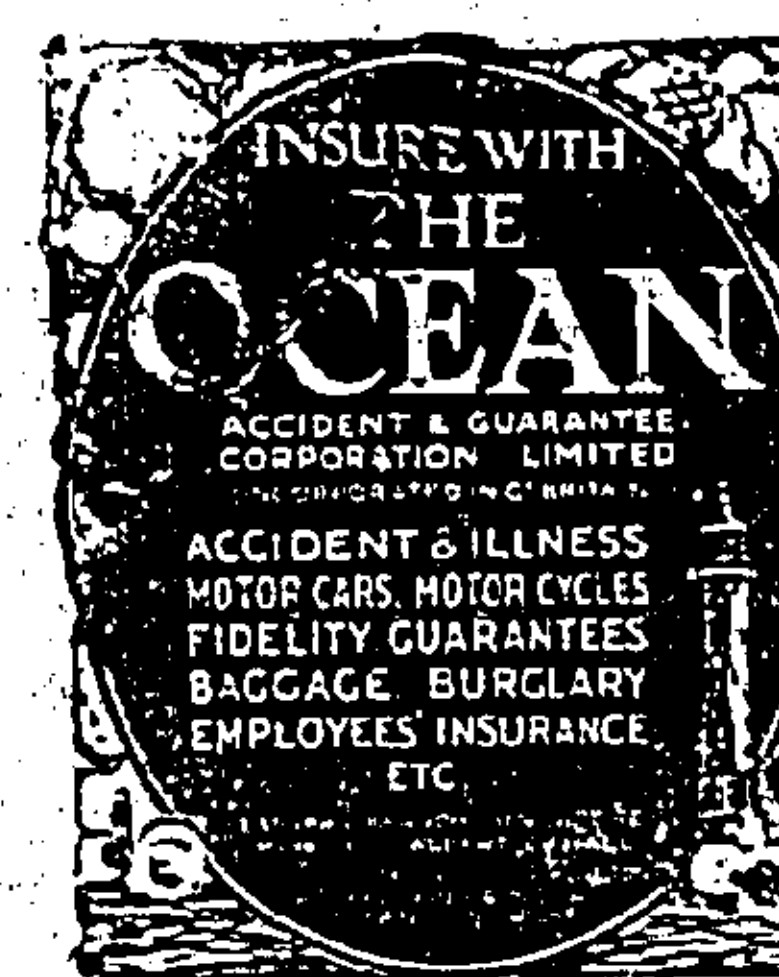
(Continued at foot of next column.)

Get fit & keep fit

To carry on the business of life with efficiency and success a condition of physical fitness is of the first importance. The difficulty of maintaining the general health unimpaired amidst the stress of modern life has never been greater than at the present time. Even the strongest suffer at some time from biliousness, sick headache, constipation, inactive liver. Beecham's Pills eliminate impurities from the system, strengthen the stomach, improve the appetite, and stimulate the liver. There is nothing to surpass this valuable corrective, so to get fit and keep fit.

Take Beecham's Pills

Get That Pesky Corn with "Gets-It" At All Chemists



SHANGHAI OFFICE:-
No. 39, PEKING ROAD, SHANGHAI.
AGENTS for Hongkong and South China:
DODWELL & CO., LTD.
TELEPH. C. 1030. 2, QUEEN'S BLDG.



THE NEW FRENCH REMEDY
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
No. 1 for Bladder Catarrh. No. 2 for Blood & Skin Diseases. No. 3 for Chronic Weakness, etc.
Sole Importers: FINE & CO., Ltd., 10, Leadenhall Street, London, E.C. 3.
TRADE MARK: "THERAPION" is a registered trade mark applied to genuine packets.

A head-dress that is seen a lot in smart restaurants consists of a large double turban of velvet in two shades; this is swathed round the head turban-fashion, and from one side falls a long end of satin that reaches to below the waist. This has largely taken the place of the theatre hat.

The narrow head-band of feathers or ribbon seems to appeal to the debaucher more than anything else, especially if a tuft of feather or something fluffy droops over each ear, this being chosen in an arresting colour to tone with the dress. Spanish combs are not worn very much now, except in rare cases where a woman possesses one of extraordinary value and beauty which she cannot resist showing off.

Two curling catrich feathers, arranged so as to nestle in the hair at the back, look well on older women, especially those who have white hair, in which case the feathers should be black.

For wear with her period frocks, Jeanne Lanvin has designed quaint chignon nets composed of tiny silk flower-buds. The hair is dressed low down in a regular "bun" on the nape of the neck, and this old-fashioned whim is then added.



You can nurse Baby yourself

If the greatest privilege of motherhood is to be young, if you would know the joy of having Baby dependent on you alone for health and strength, make sure now that you will be able to nurse him yourself. Very many mothers who could not otherwise nurse their babies have been enabled to do so by taking Glaxo themselves every day. Taken regularly two or three times a day (both before and after Baby's arrival), Glaxo enriches and stimulates the flow of breast milk, and maintains the mother's strength without taxing her digestion.

Glaxo

The Super-Milk

"Builds Bonnie Babies"

The safest, purest form of milk for every milk purpose

GLAXO is obtainable at All Chemists and High Class Dealers. Sole Distributors for South China: W. & J. LORRY & Co., Hongkong.

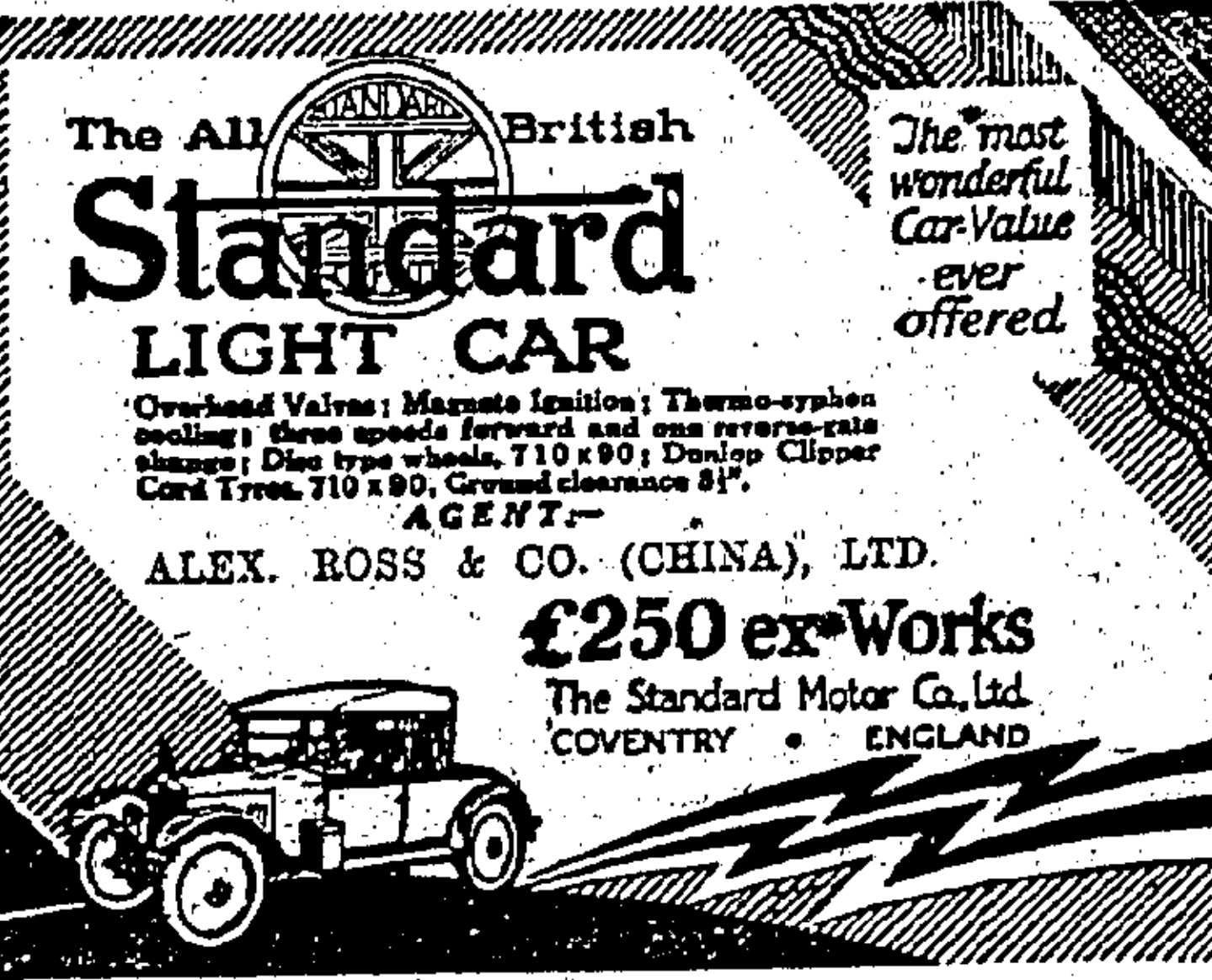
Prepared by: Joseph Nathan & Co., Limited, London & New Zealand.



Build up those organs upon which your constitution depends. HORLICK'S MALTED MILK, the invigorating FOOD-DRINK, helps Nature to revitalize the whole system. Malted Barley, Wheat and Milk in concentrated form. Needs no cooking, simply add a little water, hot or cold. Of all Chemists and Stores.

HORLICK'S MALTED MILK

HORLICK'S MALTED MILK CO. SLOUGH, BUCKS, ENGLAND.



The All-British Standard LIGHT CAR

Overhead Valve; Magneto Ignition; Thermo-synon cooling; three speeds forward and one reverse; clutch; disc type wheels, 710 x 80; Daimler Clutch Card Type, 710 x 80; Ground clearance 8".

AGENT:- ALEX. ROSS & CO. (CHINA), LTD.

£250 ex-Works
The Standard Motor Co. Ltd. COVENTRY, ENGLAND.

ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

LIMITED.

TOKYO, JAPAN.

SOLE AGENTS

MTSUI BUSSAN KAISHA, LTD.

HONGKONG.

WORLD THEATRE

THURSDAY to SATURDAY, 27th to 29th Dec.
at 5.15 P.M. and 9.15 P.M.

A STIRRING STARTLING DRAMA

A COLOURFUL ROMANCE

A POWERFUL SENSATION

CLAIRE ADAMS

Supported by a Notable Cast

in

"THE KILLER."

ADMISSION:-9.15 P.M.-\$1.20 & 80 CTS.

5.15 P.M.-80 CTS. & 50 CTS.



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIBODAS	JAVA	In port	29th Dec.	AMOI & SHANGHAI
TJIBODAS	NORTH CHINA	30th Dec.	2nd Jan., 1924	MUNDOK & BATAVIA
TJIBODAS	JAVA	30th Dec.	3rd Jan.	JAPAN
TJIBODAS	NORTH CHINA	4th Jan., 1924	5th Jan.	SHANGHAI
TJIBODAS	SHANGHAI	13th Jan.	15th Jan.	MAKASSAR & SOERABAYA

Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a daily qualified cargo. Cargo taken at through rates to all ports in Netherlands India and Australia. For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LIJN.



VEREENIGDE NEDERLANDSCHE SCHEEPVAARTMAATSCHAPPIJ
(United Netherlands Navigation Company)
HOLLAND-OOST AZIE LIJN
(Holland East Asia Line)
(Members of the Straits, China and Japan Conferences)

Regular monthly service between
JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA
AND
AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN
Taking cargo for Belgium, Netherlands, German and all North European ports on direct or optional Bills of Lading, also to United Kingdom ports on optional Bills of Lading only.

Arrivals from Europe. 15th Jan., 1924.
S.S. "SAPAROE"
Sailings to Europe subject to alterations.

Steamers	For	Sailing on or about
"ZOSMA"	Rotterdam, Amsterdam, Hamburg & Bremen	1st Jan., 1924
"OLDEKERK"	Rotterdam, Amsterdam, Hamburg & Bremen	2nd half Jan.,
"SAPAROE"	Rotterdam, Amsterdam, Hamburg & Bremen	Mid. of Feb.,

For full particulars please apply to
JAVA-CHINA-JAPAN LIJN.
General Agents.
York Building.

KONINKLYKE PAKETVAART MAATSCHAPPY.
(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STRAMSHIP

"VAN CLOON"

will be despatched to

SINGAPORE, PENANG via BELAWAN-DELI DIRECT,
5th January, 1924.

1st Class Fare to Singapore—\$100.

This vessel offers excellent saloon accommodation.

All lower berths. Doctor carried.
English cuisine. Wireless telegraph.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.

For Freight and passage apply to—

JAVA-CHINA-JAPAN-LYN.
Telephone. Central No. 1674. Agents.**SOUTH MANCHURIA RAILWAY**

OPERATING ALL LINES IN SOUTH MANCHURIA AND CHOSUN (KOREA) EAST OF MUKDEN.

SUMMER HOLIDAY
RESORTS

SOUTH MANCHURIA AND CHOSUN

HOSHIGAUARA.—Finest Seaside Summer Holiday Resort in North China. Five miles from Dairen, but connected with the city by special motor and carriage road and electric tramway. Yamato Hotel (35 rooms) and 12 furnished bungalows in charming cliff garden. Fishing, Boating, Golf, Tennis, Billiards, Orchestra twice a week. Capital place for children.

OGONDAI.—Most beautiful and select Seaside Resort in the Far East. Two miles from Port Arthur. Formerly the Summer Resort of the high Russian officers and officials. Yamato Hotel and 20 villas and bungalows, mostly with detached servants' quarters. Excellent Bathing, Wonderful Scenery, Historic Battlefields, Ruined and Dismantled Forts Miles to charming walks and drives. Abundant Picnicking Facilities. Orchestra twice a week. Best place for high-class families.

PORT ARTHUR.—Famous for its two memorable sieges and its beautiful landscape. Exactly one hour's journey from Dairen by express train. Yamato Hotel (16 rooms). Excellent place of historical and scenic interest to fill a month with a fresh walk or drive every day. Most healthy and salubrious spot in the Far East.

KONGOSAN.—The famous Diamond Mountain of Korea. A special Summer Resort. Scenic Switzerland for climate and scenery. Beautiful peaks and charming cascades. Grand recuperative resort. Yamato Hotel (10 rooms) at Onishi and Chosun Hotel (11 rooms) Chosun.

All under the direct management of the **SOUTH MANCHURIA RAILWAY CO.**
Illustrated Booklets and all information sent free on request.Applications may be sent to the Hotel Managers at the various resorts or to
THE SUPERINTENDENT OF HOTELS Traffic Department
SOUTH MANCHURIA RAILWAY, Dairen.
Cable: Add. Manchu. Cables: A.R.C. 5th Ed. 41 & 146bers.

ALCOHOL AS FOOD.

HOW MEN "IN TRAINING" ARE AFFECTED.

Professor Ernest H. Starling, late Jodrell Professor of Physiology, University College, London, has written a book "The Action of Alcohol on Man," published by Longmans (8s. 6d.). It includes essays on "Alcohol as a Medicine," by Dr. Robert Hutchison, physician to the London Hospital; "Alcohol and its Relation to Problems in Mental Disorders," by Sir Frederick W. Mott, pathologist to the London County Council; "Alcoholism," and "Alcohol and Mortality," by Professor Raymond Pearl, of the University, Baltimore.

Professor Starling has written the book in response to a suggestion from Sir John Y. W. Macleod, secretary to the Royal Society of Medicine. The work is written from the purely scientific standpoint, and Professor Starling says it provides material on which arguments might be based for or against the use of alcohol, but he expresses the hope that those interested in the problem will not be satisfied with sentences taken from their proper context, but will study the evidence as a whole.

Professor Starling does not pretend to forecast what will be the effect on the universal reader of the volume presented. "As regards myself," he says, "it has convinced me that in a civilised society such as ours the abolition of all alcoholic beverages from among our midst, even if carried out by universal consent, would be a mistake and contrary to the permanent interest of the race. If that were enforced by legislation against the wishes and convictions of a large proportion of the members of the community, I believe it would be little short of a calamity. While it would not result in the long run in the improvement of national health and efficiency, it would diminish that respect for the law which is essential for the stability and welfare of a democracy."

SOME GOOD WORDS FOR ALCOHOL.

The statements of the author require very careful consideration, but a glance through the various chapters shows that he has some good things to say about alcohol. For instance, dealing with the use of alcohol in "training," he says that certain results have been taken by some to imply that, in order to attain the perfection of physical fitness requisite for the performance of athletic feats, it is necessary to practise a total abstinence from the use of alcohol during the whole period of preparation or training.

Such a deduction from the facts which have been brought forward, says Professor Starling, "entirely unjustified." We might equally well say that because man cannot do his best immediately after a heavy meal, any large meals should be tabooed during the period of training. In training a man is put into the conditions which one thought most suited for the attainment of a perfect state of health, so that his nervous system and muscles shall be "in the pink of condition" at the moment when the supreme effort is to be made.

Whether during this period alcohol is of advantage or the reverse is a point on which we have a great body of experience to guide us. The result of this experience has been to show that during a course of training, such as that undergone by the University crews for the boat race, or for other forms of athleticism, generally under medical advice, a moderate allowance of alcohol is usual, and in some cases is actually recommended. Most of the men drink half a pint of beer at lunch and a pint at dinner, and an occasional glass of port at the latter meal is not excluded.

The writer further says: "It has been found that insistence on total abstinence may conduce in some cases to excessive worry and to sleeplessness. It is more frequent to prohibit the use of tobacco than of alcohol." The author says it must be noted that in every case temperance is strictly enjoined. "The alcohol is taken at such times and in such doses that it will have undergone practically complete oxidation before the time arrives for the muscular exercise. Its value in training comes under the same category as its value in daily life—namely, in promoting repose both of mind and body, in increasing the pleasure and enjoyment of meals, and in aiding digestion and assimilation."

Later on the writer says: "There are conditions in which alcohol must be regarded as a valuable food for man. Alcohol requires no digestion. On the account it may perform useful service as a food in cases of disease, weakness, or old age, where appetite is lacking, and the process of digestion and absorption are slow or falter together. Under such conditions the body may obtain a considerable proportion of the total energy it requires during the day in the form of alcohol."

MERCHANT VESSELS AND MINES.

In Admiralty Fleet Orders, issued last month, it was notified that, whenever practicable, vessels should attempt to sink or destroy mines by gun or rifle fire. No mine, however, is to be sunk in any fairway where the depth of water at low water spring tides is less than seven fathoms, except when a mine is drifting towards a vessel at anchor, and no vessel is to approach within 200 yards of a mine while attempting to sink or destroy it.

If a mine is thus sunk or destroyed within the territorial waters of the United Kingdom or the Irish Free State the Admiralty will pay an award of £5, or in special cases £10. No compensation is payable for damage sustained while destroying or sinking a mine.

It is added that merchant vessels and fishing vessels should not attempt to mine. No award is payable for reporting a drifting mine. The reward for the first report of a mine washed ashore, or in cases where a mine is actually recovered, rendered safe, or destroyed by the naval authorities, is £21. Reports and claims should be made to the nearest naval authority or the Admiralty. Awards under this order may be approved for payment by a Commander-in-Chief or senior naval officer.

WEATHER REPORT.

December 27th at 11.53—Pressure has increased slightly from Chefoo to Shanghai. It is nearly stationary at other reporting stations.

The anti-cyclone is probably central over S. Manchuria. Moderate monsoon may be expected along the S.E. coast of China and over the China Sea. Hongkong rainfall for the 24 hours ending at 18 hours, 27th December, 0.00 inch. Total since January 1st, 106.71 inches against an average of 83.99 inches.

The forecast for the 24 hours ending at 18 hours, Dec. 28th is as follows—
District FORECAST

Firmness Channel ... N.E. winds, moderate; 6 to 8.
Hongkong to Gap Rock do.

South coast of China between Hongkong and Lamocock do.

South coast of China between Hongkong and Baitan do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, December 27th.

	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 3 p.m.
Barometer	30.05	30.07	30.05
Temperature	68	65	71
Humidity	72	87	71
Wind Direction	E	E	E
Force	0	0	0
Weather	0.00	0.00	0.00
Rain	0.00	0.00	0.00

Highest open-air temperature on 26th ... 69
Lowest open-air temperature on 27th ... 64

HONGKONG TIDE TABLE.

From December 28th, 1923, to Jan. 3rd, 1924.

Days of Week	HIGH WATER		LOW WATER	
	Time	Height	Time	Height
Fri.	28 m 15.5 a	4 ft 6 in	7 18.1 a	3 ft 8 in
Satur.	29 m 0.18 a	7 ft 0 in	8 3.3 a	4 ft 7 in
Sun.	30 m 1.13 a	6 ft 4 in	8 52.2 a	4 ft 0 in
Mon.	31 m 2.33 a	5 ft 8 in	9 43.2 a	3 ft 4 in
Tues.	1 m 4.37 a	5 ft 6 in	10 22.3 a	3 ft 7 in
Wed.	2 m 5.45 a	5 ft 0 in	11 2.3 a	2 ft 8 in
Thurs.	3 m 7.2 a	4 ft 9 in	11 9.2 a	2 ft 4 in
	6 53 a	7 ft 2 in	0 16.3 a	3 ft 0 in

MORTON HOSPITAL.

Special Attention to Surgical Diagnosis. Radium for Cancer, and Modern Treatment for Diabetes.

1055, PINE STREET, SAN FRANCISCO, CALIF. 1055

VETARZO BLOOD PURIFIER, SKIN AND SCALP TREATMENT, FUR AND FUR TRIMMING, and other services. 1055, PINE STREET, SAN FRANCISCO, CALIF. 1055.

DR. LECGER'S REMEDY FOR THE CURE OF ALL FORMS OF GOUT, GRAVEL, RHEUMATISM, CALCULI, AND ALL AFFECTIONS OF THE URINARY SYSTEM. 1055, PINE STREET, SAN FRANCISCO, CALIF. 1055.

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1921.
Revised by the Members.

PRICE \$.

DAILY PRESS OFFICE.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION.

MANILA	HAIPHONG	BANGKOK	SHANGHAI	YOKOHAMA	DATE	TIME
YUENSANG	YUENSANG	YUENSANG	YUENSANG	YUENSANG	Saturday	29th Dec., 11 a.m.
YUENSANG	YUENSANG	YUENSANG	YUENSANG	YUENSANG	Sunday	30th Dec., 7 a.m.
YUENSANG	YUENSANG	YUENSANG	YUENSANG	YUENSANG	Sunday	30th Dec., 9 a.m.
YUENSANG	YUENSANG	YUENSANG	YUENSANG	YUENSANG	Sunday	30th Dec., 10 a.m.
YUENSANG	YUENSANG	YUENSANG	YUENSANG	YUENSANG	Tuesday	1st Jan., 10 a.m.
YUENSANG	YUENSANG	YUENSANG	YUENSANG	YUENSANG	Wednesday	2nd Jan., 7 a.m.
YUENSANG	YUENSANG	YUENSANG	YUENSANG	YUENSANG	Wednesday	2nd Jan., 10 a.m.
YUENSANG	YUENSANG	YUENSANG	YUENSANG	YUENSANG	Thursday	3rd Jan., 3 p.m.
YUENSANG	YUENSANG	YUENSANG	YUENSANG	YUENSANG	Friday	4th Jan., 7 a.m.
YUENSANG	YUENSANG	YUENSANG	YUENSANG	YUENSANG	Tuesday	8th Jan., 3 p.m.
YUENSANG	YUENSANG	YUENSANG	YUENSANG	YUENSANG	Wednesday	9th Jan., 7 a.m.
YUENSANG	YUENSANG	YUENSANG	YUENSANG	YUENSANG	Thursday	17th Jan., 7 a.m.

COBEN & SHANGHAI—This line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with wireless and carry a fully-qualified Surgeon. Sailings approximately every three days between Calcutta and Hongkong, and occasionally calling at Shanghai. Through tickets can be obtained and through Bills of Lading are issued to Northern and Yangtze ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong and Indochina ports.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 1,000 tons steamers, "HINBANG" and "MAUBANG" (both steamers) having excellent passenger accommodation. Cargo taken at through Bills of Lading for Kadi, Sevelien, Labuan, Tawau and Labad Dair.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo. Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "LAISANG" will be despatched on or about Monday, 31st Dec., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

TELEPHONE CENTRAL NO. 215

GENERAL MANAGER

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS

U.K.—STRAITS, CHINA & JAPAN SERVICE

OUTWARDS

HOMEWARDS

Vessel	Due Hongkong	Vessel	Leave Hongkong	Discharge
"GLENIFFER"	29th Dec.	"GLENAPP"	29th Dec.	Glasgow, London, Hull, Rotterdam & Hamburg
"GLENBEG"	14th Jan.	"GLENBEG"	14th Jan.	Glasgow, London, Hull, Rotterdam & Hamburg
"GLENBANDA"	29th Jan.	"GLENBANDA"	29th Jan.	Glasgow, London, Hull, Rotterdam & Hamburg
"GLENKESHIRE"	7th Feb.	"GLENKESHIRE"	7th Feb.	Glasgow, London, Hull, Rotterdam & Hamburg

Movements are subject to change without notice. For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.**The Glen Line, Ltd., AGENTS.**

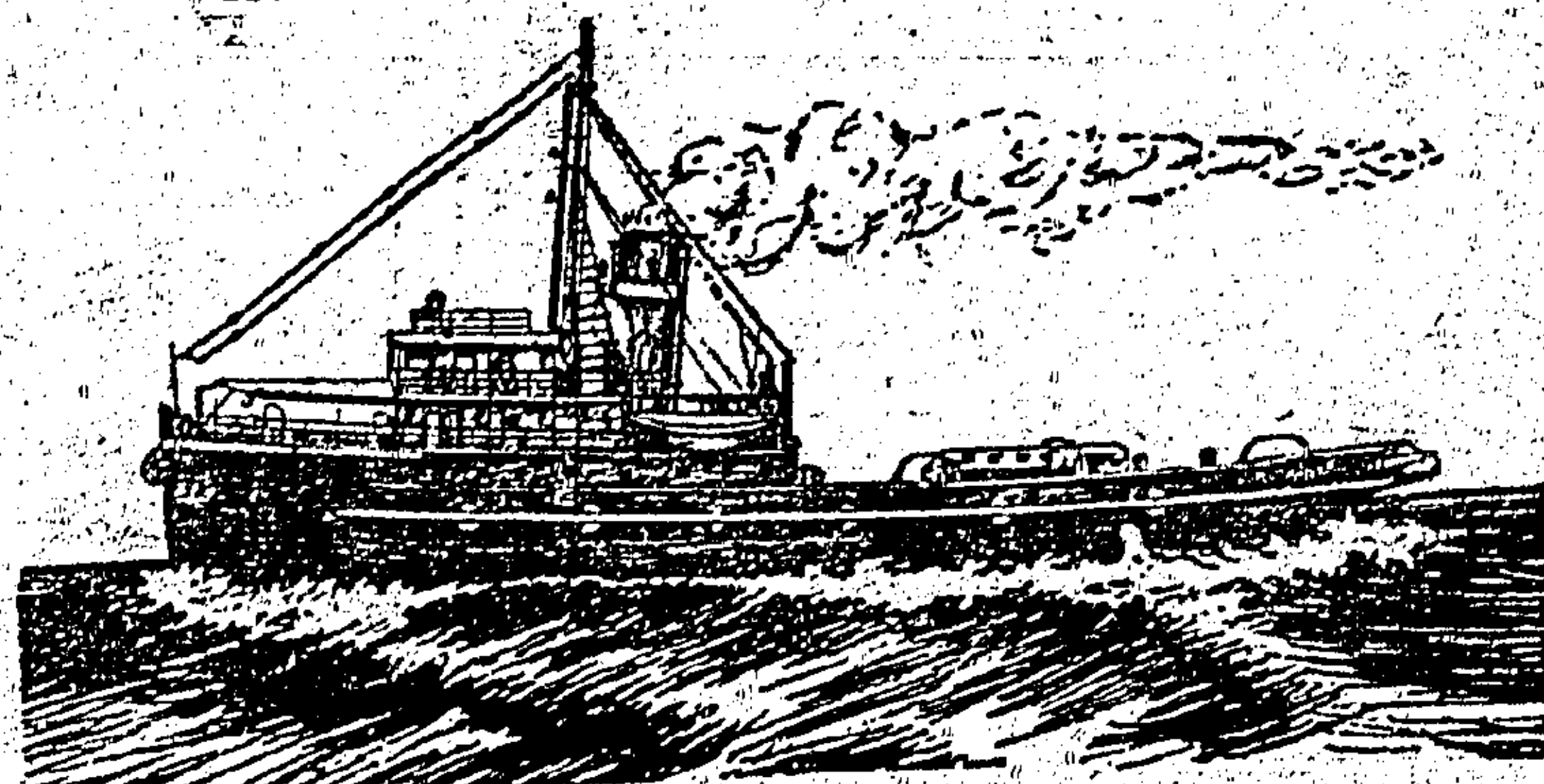
Telephone: Central No. 215 sub-42, 43 and Central 2592.

The HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

Codes Used A1, A.R.C. Fifth Edition; Engineering: First and Second Edition
Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Build, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own service, 1921. Length 165 ft. Breadth 34 ft. Depth 17 ft. L.H.P. 2000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

SHIPPING NEWS

ARRIVALS.

December 26th.
Fengtien, British str., 1,075 tons, Capt. Walker, from Shanghai, with a general cargo, lying at buoy No. 114—B. & S.
Y. Chow, Dutch str., 1,525 tons, Capt. T. Schlüter, from Singapore, with a general cargo, lying at Kowloon wharf—J.C.C.L.

Fuyo Maru, Japanese str., 2,222 tons, Capt. H. Ishida, from Chin-wang-tao with coal lying at buoy No. 130—Hakowei Co.

December 27th.
Afrika, Danish Motor ship, 8,507 tons, Capt. H. Hansen, from Galtby, with a general cargo, lying at Kowloon wharf—J. M. & Co.
Cassio, British str., 2,500 tons, Capt. F. C. Underwood, from Singapore, lying at A. P. Co. wharf—A. P. Co.
Fan Sun, British str., 1,235 tons, Capt. S. Finderson, from Shanghai and Swatow, with a general cargo, lying at buoy No. 114—J. M. & Co.

Fenghuo, Chinese str., from Canton, lying at buoy No. 114—J. M. & Co.

Knocking, British str., 1,142 tons, Capt. P. E. Paralew, from Shanghai, with a general cargo, lying at buoy No. 114—B. & S.

Lachar, British str., 1,221 tons, Capt. E. M. Dillon, from Shanghai and Swatow, with a general cargo, lying at buoy No. 114—B. & S.

Lygon, British str., 4,514 tons, Capt. A. I. Gordon, from Liverpool, with a general cargo, lying at Holt's wharf—B. & S.

Umla, British str., 3,492 tons, Capt. T. T. Marlow, from Calcutta, with a general cargo, lying at Kowloon wharf—M.M.

Yuzon Maru, Japanese str., from Canton, lying at Standard Oil wharf.

CLEARANCES.

December 27th.
Afrika, for Singapore.
Changshu, for Naha.
Fan Sun, for Canton.
Fenghuo, for Canton.
Knocking, for Swatow.
Lygon, for Canton.
Yuzon Maru, for Kwang Chow Wau.
Lachar, for Canton.
Odin, for Shanghai.
Perla Maru, for Batavia.
Takien Maru, for Swatow.
Tanning, for Manila.
Typhoon, for Saigon.
Yuzon Maru, for Takao.
Yuzon, for Haiphong.

PASSENGERS.

ARRIVALS.
 Per s.s. **Afrika**, on December 27th:—Mr. Thompson.

SHIPPING NOTES.

The silk shipped from Hongkong per s.s. **President Grant** on November 30th arrived in New York on December 24th, having been 21 calendar days and 16 hours in transit.
 The silk forwarded from Hongkong by the **Empress of Russia** on November 29th arrived in New York on December 23rd, having been 24 days in transit.

SHIPPING MOVEMENTS

The R.M.S. **Empress of Australia** arrived at Kobe on December 27th at 9 a.m., left at 3 p.m., and is due at Yokohama to-day (28th inst.), at 3 p.m.

The R.M.S. **Empress of Asia**, (Capt. L. D. Douglas, R.N.R., Commander), will leave here for Victoria and Vancouver, B.C., via Shanghai (Woo-sung), Nagasaki, Kobe and Yokohama at noon on January 10th (Thursday).

The P. & O. Co.'s s.s. **Kaiser-i-Hind** left Shanghai for this port on the 25th inst. at 10 p.m., and is due here to-day (28th inst.) at about 7 a.m.

The P. & O. Co.'s s.s. **Kashgar** left Singapore for this port on the 24th inst. at 3 p.m., with the outward English mails, and is due here on Saturday (29th inst.) at about 2 p.m.

The B.I. and Apear Line's s.s. **Torilla** left Singapore for this port on the 21st inst., and is due here to-day, at about 1 p.m.

The T.K.K. Co.'s s.s. **Taiyo Maru** arrived at Yokohama on the 24th inst., and sailed on the 26th inst., for Honolulu and San Francisco.

The Admiral Oriental liner **President Grant**, which sailed from Seattle on December 10th is due here on January 6th.

The Admiral Oriental liner **President Grant** sailed from Kobe on December 24th and is due here on December 30th.

The Admiral Oriental Line's s.s. **Chuyun** sailed from Vancouver on December 16th, and is expected here on or about January 20th.

The s.s. **Dardanus** (Blue Funnel Line), for London, Rotterdam and Hamburg, left Shanghai on the 26th inst. for this port, and is due here on the 29th inst. She will be despatched at noon on the 31st inst.

The s.s. **Keemun** (Blue Funnel Line), left Port Said on the 24th inst. for Genoa, Marseilles, Liverpool and Glasgow.

The s.s. **Teucer** (Blue Funnel Line), left Port Said on the 24th inst. for Boston and New York.

The s.s. **Alcinous** (Blue Funnel Line), arrived at New York on the 24th inst.

VESSELS EXPECTED.

Agapenor (Blue Funnel), due Jan. 17th.
Amboise (M.M.), due January 3rd.
Chuyun (Dardanelles & Co., Ltd.), due Dec. 31st.
Elkton (Barber Line), due Jan. 15th.
Hijon (Blue Funnel), due to-day.
Kashgar (P. & O.), due 29th inst., 2 p.m.
Torilla (B.I. & Apear), due Dec. 29th.
Umla (B.I. and Apear Line), due to-day about daylight.

VISITORS TO CANTON

Should Purchase
 BY THE PEARL RIVER
 BY
 CAPTAIN C. V. LLOYD
 With Illustrations, Maps and Flags.
 PRICE: \$1.75.
 On Sale at
 "Daily Press" Office.
 Messrs. KELLY & WALSH, LTD.
 Messrs. BRITISH & CO.
 Canton: Messrs. A. S. WATSON & Co.

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M/S. "MALAYA"

will be loading for VALENCIA, DUNKIRK, ROTTERDAM, AMSTERDAM, HAMBURG optional LONDON, COPENHAGEN and other SCANDINAVIAN PORTS.

About 14th January, 1924

Further Sailings	Expected on or about	Will leave homeward-bound on or about
M/S. "Annam" ...	5th January	4th February, 1924
S/S. "Transvaal" ...	20th January	
S/S. "Kina" ...	23rd January	6th March,
S/S. "Erlo" ...	4th February	
M/S. "Asia" ...	10th February	
M/S. "Java" ...	6th March	

Subject to change without notice.

For further particulars please apply to:—

JOHN MANNERS & CO., LTD.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker
 Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG & HAIPHONG.

SAILING FROM HONGKONG.

For HAIPHONG via Hoihow & Pakhoi

For KEELUNG via Swatow & Amoy

For further particulars, please apply to:—

Branch Office:
 No. 27, Bonham Strand, Wai.
 Tel. Central No. 155.
 S. MITARAI, Agent.
 Top Floor, King's Building.
 Tel. Central No. 140.

CANADIAN PACIFIC

HOME VIA CANADA

Hongkong to England

From	Via	Destination	Day	Time
Hongkong	Shanghai, Nagasaki, Kobe, Vancouver, Montreal & Quebec	England	Jan. 10	Jan. 28
Empress Asia	Jan. 10	Jan. 28	Montcalm	Feb. 8
Empress Russia	Feb. 7	Feb. 25	Marloch	Mar. 7
Empress Australia	Feb. 22	Mar. 12	Mellita	Mar. 19
Empress Asia	Mar. 13	Mar. 31	Montrose	Apr. 11

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

HONGKONG-MANILA SERVICE

Commencing with the arrival of the **Empress of Russia**, 25th March, the **Empress of Asia** and **Empress of Australia** will make the round trip to Manila from Hongkong, leaving Hongkong on Wednesday, after arrival, arriving Manila, Friday Morning, leaving Manila Saturday Evening and arriving Hongkong Monday Morning, 7 A.M.

Three Trans-continental Trains Daily.
 Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

Passenger Department: Tel. 752. Cables: GAOANPAC.
 Freight and Express: Tel. 42. Cables: NAUTILUS.

T. K. K.

THE PATHWAY OF THE SUN

REDUCED FARE TO EUROPE

First class throughout. £120. £112-£110. Mono class steamers on the Atlantic.

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU.

STEAMERS LEAVE HONGKONG

TENYO MARU (calling at Manila) 32,000 tons, Jan. 6th, 1924.

KOREA MARU (calling at Manila) 30,000 tons, Jan. 31st, 1924.

SHINYO MARU (calling at Manila) 30,000 tons, Feb. 1st, 1924.

HIBERIA MARU (calling at Manila) 30,000 tons, Feb. 17th, 1924.

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO.

SAN PEDRO, MANZANILLO, BALBOA, CALLEJO, MOLLEND, ARICA AND IQUIQUE.

Leave Hongkong by TRANS-AMERICA ROUTE to BUKHOS AYRES.

STEAMERS LEAVE HONGKONG

RAKUYO MARU 18,500 tons, January 18th.

JAPAN-HONGKONG-JAVA SERVICE

OSAKA, KOBE, MOJI, DAIREN, HONGKONG, BATAVIA, SAMARANG AND SOERABAYA.

STEAMER DESTINATION LEAVE HONGKONG

NEW YORK LINE. (Freight only.) VIA JAVA AND SUEZ. LEAVE HONGKONG

STEAMER

For full information regarding Passengers, Freight & Sailings. Y. TSUTSUMI, Manager. Apply to: Agents at Canton: King's Building, Tel. No. C. 2374 & 2375. Messrs. T. E. GRIFFITH.

COMPANIA TRASATLANTICA DE BARCELONA

Spanish Royal Mail Line

For MANILA, SINGAPORE, COLOMBO, SUEZ, PORTSAID, BARCELONA and other SPANISH PORTS.

S.S. "ISLA DE PANAY" 8th Feb., 1924.

For SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

S.S. "ISLA DE PANAY" 19th Jan., 1924.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers.

Stewards and Doctor carried.

For Freight and/or passage apply to:—

BOTEHO BROS. Alexandra Building, Hongkong.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE

ELECTRIC WELDERS

MECHANICAL AND

ELECTRICAL

ENGINEERS.

ENGINEERS.

ENGINEERS.

ENGINEERS.

ENGINEERS.

ENGINEERS.

ENGINEERS.

ENGINEERS.

ENGINEERS.

ENGINEERS.

ENGINEERS.

ENGINEERS.

ENGINEERS.

ENGINEERS.

ENGINEERS.

ENGINEERS.

ENGINEERS.

ENGINEERS.

ENGINEERS.

ENGINEERS.

ENGINEERS.

ENGINEERS.

ENGINEERS.

ENGINEERS.

ENGINEERS.

ENGINEERS.

ENGINEERS.

ENGINEERS.

TAKOO DOCKYARD & ENGINEERING COMPANY

— DRY DOCKS —

Length 737 Feet.

Length on Blocks 750 Feet

Depth on Centre of

Sill (H.W.O.S.T.) 34 ft. 6 ins.

— THREE SLIPWAYS —

Capable of Handling Ships Up

to 3,000 Tons Displacement.

Electric Crane at Sea Wall, Capable of

Lifting 100 Tons at 70 Feet Radius.

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.).

AGENTS.

TEL. ADDRESS: "TAKOO DOCK," HONGKONG.

TELEPHONE No. 212. HONGKONG, CHINA & JAPAN.

CABLE FLAG: "O" OVER AMP. PENANG.

PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD

TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

S.S. "PRESIDENT WILSON" Sunday, Jan. 13th, at 10 a.m.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT

SAN FRANCISCO
 LOS ANGELES
 SALT LAKE
 CHICAGO
 NEW YORK.

CONNECTING WITH ANY

DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.

VISIT

YOSEMITE
 GRAND CANYON
 FEATHER RIVER
 YELLOW STONE PARK
 NIAGARA FALLS.

HONGKONG-MANILA

S.S. "PRESIDENT WILSON" Friday, Jan. 4th, at 4 p.m.

S.S. "PRESIDENT LINCOLN" Wednesday, Jan. 23rd, at 4 p.m.

HONGKONG-CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "LAKE GITANO" Friday, Jan. 4th, 1924, at 5 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, QUEEN'S BUILDING, HONGKONG.

Cable Address: Tel. Central 141. Canton Agents: "SOLANO" 3223 HOLYOAK MASSEY & CO., LTD.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports.

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

Through passage rates to Europe via America. G. \$405, G. \$420, G. \$440.

KAGA MARU Tuesday, 8th Jan., at 11 a.m.

ITO MARU Monday, 28th Jan.

MARSHALLS, LONDON & ANTWERP via Singapore, &c.

KASHIMA MARU Sunday, 2nd Jan.

HAKONE MARU Wednesday, 16th Jan., at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

LIVERPOOL via MARSEILLE & VALENCIA.

SYDNEY & MELBOURNE via Manila, &c.

YOSHINO MARU Wednesday, 16th Jan., at 11 a.m.

ARI MARU Wednesday, 13th Feb.

NEW YORK & BOSTON via PANAMA.

TATSUNO MARU Thursday, 10th Jan.

BLANCO ALBES via Singapore, Durban & Cape Town.

KAWACHI MARU Monday, 31st Dec.

BOMBAY via Singapore and Colombo.

TAMBA MARU Saturday, 29th Dec.

GENOA MARU Tuesday, 1st Jan.

CALCUTTA via Singapore, Penang & Rangoon.

AWA MARU Friday, 4th Jan.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU Sunday, 12th Jan.

SHANGHAI, KOBE & YOKOHAMA.

MITO MARU Sunday, 20th Dec.

FUSHIMI MARU Tuesday, 1st Jan.

AKITA MARU (Moji, Kobe, Yokohama & Yama) Tuesday, 1st Jan.

For further information apply to— NIPPON YUSEN KAISHA

Telephone: Central Nos. 222, 223 & 224. Y. YAMAMOTO, Manager.

W. S. BAILEY & CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS

ELLERMAN BUCKNALL STEAMSHIP COMPANY, LTD

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

"CITY OF PARIS" 2nd JanuaryMarseilles, London, Rotterdam
Hamburg & Hall.

PASSENGER SERVICE.

"CITY OF PARIS" 2nd JanuaryMarseilles, London, etc.
"CITY OF CANTERBURY" 12th JanuaryShanghai & Kobe.
"CITY OF CANTERBURY" 21st FebruaryMarseilles, London, etc.
"CITY OF YORK" 30th MarchDo.
"CITY OF CAIRO" 18th AprilDo.

FARES TO LONDON.

SINGLES 1st Class "A" £2 9s. "B" £2 8s. 2nd Class "A" £2 6s. "B" £2 5s.
RETURN "A" £4 18s. "B" £4 17s. "A" £3 10s. "B" £3 9s.
Cargo Steamers, Saloon Passage £256.

For further particulars apply to—**THE BANK LINE LTD.**
(Tel. Central 780).

HOLYOAK, MASSEY & Co., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO. LTD. AND CHINA MUTUAL S.S. CO. LTD.)

AMERICAN & MANCHURIAN LINE (ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong.

S.S. "COLORADO" 4th Jan., 1924.
S.S. "PELEUS" 15th Jan. "
S.S. "LANGTON HALL" 25th Jan. "

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—**BUTTERFIELD & SWIRE** or **THE BANK LINE LTD., HONGKONG.**
(JOHN SWIRE & SONS, LTD.)
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongk. and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
PAUL LECAT	—	—	7th Jan., 1924.
ANDRE LEBON	—	—	21st Jan. "
AMBOISE	30th Nov.	3rd Jan.	4th Feb. "
CORDILLERE	14th Dec.	17th Jan.	18th Feb. "
ANGERS	25th Dec.	31st Jan.	3rd Mar.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).
A CLASS (1st Class) £25 0s. 0d. B CLASS (1st Class) £25 0s. 0d.
STEAMERS (2nd) £25 0s. 0d. STEAMERS (2nd) £25 0s. 0d.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

"METNAM" loading for MANILA, MARSEILLES, HAVRE, ANFWEK, & DUNKERQUE, above 11th January, 1924.

Also through Billading issued to HELSINKI, REVAL and RIGA.

Sailings subject to alteration without notice.

For full Particulars apply to—**MESSAGERIES MARITIMES CO.,**
8, QUEEN'S BUILDING.
Telephone: Central 740.
CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

"HAIHONG" Capt. F. J. Gill 28th Dec., at 1 p.m.
"HAIHONG" Capt. W. J. Parsons Friday, 2nd Jan., at 12 Noon.
"HAIHONG" Capt. Ellis Walker Friday, 4th Jan., at 1 p.m.

*Calling at Amoy for Passengers only.

Arrive and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.,
General Manager

JAPAN COAL

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO.

No. 14, PEDDER STREET, HONGKONG

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES
SEATTLE, JAVA, BURMA, CHINA, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & NORTH AFRICA, AUSTRALIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, AND SEA,
ESTR, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tonn	From Hongkong (about)	Destinations
"KAISAR-I-HIND"	11,430	29th Dec., Noon	B'way, Mars, Gib, L'don & A'werp.
"KHIVA"	9,097	12th Jan.	Marseilles, London & Antwerp.
"SICILIA"	9,013	19th Jan.	S'pore, Penang, Colombo & Bombay.
"MACEDONIA"	11,068	26th Jan.	B'way, Mars, London & Antwerp.
"KASHGAR"	8,440	9th Feb.	Mars, L'don & A'werp.
"SCUDAN"	6,696	13th Feb.	S'pore, Penang, Colombo & Bombay.
"MOREA"	10,911	23rd Feb.	B'way, Mars, London & Antwerp.
"KARMALA"	9,098	8th March	Mars, London & Antwerp.
"NALDERA"	15,993	22nd March	B'way, Mars, L'don & A'werp.
"SICILIA"	6,813	28th March	S'pore, Penang, Colombo & B'way.
"KHYBER"	9,014	5th April	Marseilles, London & Antwerp.
"CHINA"	7,952	19th April	do
"SCUDAN"	6,696	28th April	S'pore, Penang, Colombo & B'way.
"KALYAN"	9,118	3rd May	Marseilles, London & Antwerp.
"KASHMIR"	8,950	17th May	do
"KHIVA"	9,097	31st May	do

BRITISH INDIA - APCAR SAILINGS

"TAKADA"	6,948	28th Dec., 1 p.m.	Singapore, Penang & Calcutta.
"TORILLA"	5,205	22nd Jan.	do
"JAPAN"	6,059	2nd Feb.	do

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	5th Jan.	Manila, Thursday Island, Cairns,
"ST. ALBANS"	4,500	2nd Feb.	Townsville, Brisbane, Sydney &
"EASTERN"	4,000	27th Feb.	Melbourne.

SAILING TO SHANGHAI & JAPAN

"UMTA"	8,840	29th Dec. 9 a.m.	Dairen.
"KASHGAR"	8,205	30th Dec. 5 p.m.	Shanghai, Moji & Kobe.
"TORILLA"	5,205	31st Dec.	Amoy, Shanghai, Moji & Kobe.
"SICILIA"	6,813	5th Jan.	Shanghai.
"JAPAN"	6,059	7th Jan.	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	8th Jan.	Moji & Kobe.
"MOREA"	10,911	12th Jan.	Shanghai, Moji & Kobe.
"KARMALA"	9,098	25th Jan.	do
"SCUDAN"	6,696	1st Feb.	Shanghai, Moji & Kobe.
"EASTERN"	4,000	2nd Feb.	Shanghai, Moji & Kobe.
"NALDERA"	15,993	9th Feb.	do
"KHYBER"	9,014	23rd Feb.	do
"CHINA"	7,952	8th Mar.	do
"ARAFURA"	6,000	8th Mar.	Moji & Kobe.
"SICILIA"	6,813	13th Mar.	Shanghai.
"KALYAN"	9,118	22nd Mar.	Shanghai, Moji & Kobe.
"KASHMIR"	8,950	4th Apr.	do
"SCUDAN"	6,696	9th Apr.	Shanghai.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while waiting the on carrying steamer.

First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight Handbooks, etc., apply to—**MACKINNON, MACKENZIE & CO.,**
22, Des Voeux Road Central, HONGKONG.

DODWELL & CO., LIMITED

NEW YORK BERTH

For NEW YORK & BOSTON via SUEZ
S.S. "KENDAL CASTLE" sailing on or about 28th Jan.

LLOYD TRIESTINO.

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL ITALIAN PORTS, ALSO CARGO ON THROUGH BILLS OF LADING FOR
LEVANT, BLACK SEA & DANUBE PORTS.
FIUME having been re-opened for Traffic, Cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.
REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £68.

FOR SHANGHAI, YOKOHAMA & KOBE.

"PERSIA" sailing on or about 3rd Jan.
"ANNA" sailing on or about 6th Jan.
"ROSANDRA" sailing on or about Early Feb.

FOR BRINDISI, VENICE & TRIESTE

via SINGAPORE, PENANG & COLOMBO.
"DUCHESSE D'AOSTA" sailing on or about 1st Jan.
"PERSIA" sailing on or about 7th Feb.

*This steamer has been specially chartered to facilitate the forwarding of cargo intended for the reconstruction of the devastated areas in Japan.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.
A STEAMER sailing from Calcutta on or about 2nd Jan.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—**DODWELL & CO., LIMITED.**
Telephone Central 1050. Agents.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Steamer	Date of Departure
HAIPHONG	On 28th Dec. 10 a.m.
HOIHOW & SINGAPORE	On 28th Dec. 10 a.m.
SHANGHAI & TSINGTAO	On 30th Dec. D.L.
AMOY & SHANGHAI	On 1st Jan. D.L.
SWATOW & BANGKOK	On 1st Jan. Noon.
MANILA	On 2nd Jan. 4 p.m.
SWATOW & SHANGHAI	On 4th Jan. 10 a.m.
SHANGHAI & TSINGTAO	On 5th Jan. D.L.
AMOY, SWATOW & SINGAPORE	On 5th Jan. 4 p.m.
SWATOW & SHANGHAI	On 6th Jan. 10 a.m.
SWATOW & BANGKOK	On 8th Jan. 4 p.m.
MANILA	On 9th Jan. 4 p.m.
HAIPHONG	On 10th Jan. 10 a.m.

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai leaving Hongkong Sundays (via Swatow) and extending to F'kow, Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-bunk cabins.

For Freight or Passage apply to—**BUTTERFIELD & SWIRE**
JOHN SWIRE & SONS, LTD.
Agents.

CARGO & PASSENGER CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Sailings Subject to Alterations.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Koba.
"KUT"	3rd January.	6th January, 1924, D.L.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For freight and passage apply to—**BUTTERFIELD & SWIRE**
(John Swire & Sons, Ltd.) Agents.
Telephone Central No. 38.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "GAELIC PRINCE" 9th Jan., 1924.
S.S. "GOTHIC PRINCE" 28th Jan.,

For freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED

Telephone: Central 3155 (Incorporated in Great Britain)
Telegrams: (Farprince) St. George's Building [21]

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore
Colombo, Suez and Port Said.

"ALTA MARU"	Sunday, 10th Feb.
"RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon.	
Singapore, Colombo, Durban and Capetown.	
"PAOAMA MARU"	Tuesday, 8th Jan.
BOMBAY via Singapore and Colombo.	
"SHUNKO MARU"	Sunday, 30th Dec.
"BORNEO MARU" (Calls at Penang)	Friday, 4th Jan.
SAIGON, BANGKOK & SINGAPORE.	
"BUSHO MARU"	Thursday, 3rd Jan.
CALCUTTA via Singapore & Rangoon.	
"VALAY MARU"	Wednesday, 16th Jan.
VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.	
"MANILA MARU"	Saturday, 10th Jan.
NEW YORK via Japan Ports, San Francisco and Panama.	
"HAYRE MARU"	Middle of Dec. from Shanghai.
"HAMBURG MARU"	Middle of Jan.
JAPAN PORTS—Moji, Kobe, Osaka, Yokohama & Nagoya.	
"CELEBS MARU"	Monday, 21st Dec.
"MANILA MARU"	Thursday, 10th Jan.
KEELUNG, SWATOW & AMOY.	
"KADO MARU"	Sunday, 30th Dec. 10 a.m.
"AMAKUSA MARU"	Sunday, 6th Jan. 10 a.m.
TAKAO via SWATOW & AMOY.	
"SOSHU MARU"	Thursday, 3rd Jan. 3 a.m.
TAKAO & KEELUNG.	
"SOUBABAYA MARU"	Friday, 4th Jan.

For further particulars please apply to—**OSAKA SHOSHEN KAISHA**
E. SHIMA, Manager.

Teleph. Nos. 4088, 4089, 4090.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO
FROM HONGKONG BY DIRECT ROUTE

U.S.S. "West Prospect" Dec. Hongkong 2nd Jan.
Leave Hongkong 3rd Jan.
CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WHELAN
SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO SINGAPORE.

U.S.S. "West Faron" Dec. Hongkong 27th Dec.
Leave Hongkong 28th Dec.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

TO MANILA, CEBU, ILOILO AND P. I. PORTS.

U.S.S. "West Carmona" Dec. Hongkong 10th Jan.
Leave Hongkong 11th Jan.

For Full Information Apply to—**STRUTHERS AND BARRY.**

1st Floor, Queen's Building, Phone Central No. 3006.

L. EVERETT, General Agent for

JAPAN-CHINA-PHILIPPINES

INDO-CHINA-STRAITS & JAVA

A. E. FRANKO, Acting Exec. Agent.

[122]

POST OFFICE NOTICE.

NEW YEAR HOLIDAYS.

On Tuesday, the 1st, and Wednesday, the 2nd January, the G.P.O. and the Branch Post Offices will be open as follows:—
The G.P.O.—from 8 a.m. to 9 a.m. on the 1st, and from 8 a.m. to 9.30 a.m. on the 2nd.
Kowloon Branch—From 8 a.m. to 9 a.m. on both days.
Sheungwan Branch—From 8 a.m. to 9 a.m., and from 5.30 p.m. to 8 p.m. on both days.
Saiyungpun, Wantai, Yau-mat, and Shum Shui Po Branches—From 8 a.m. to 9 a.m., and from 5 p.m. to 6 p.m. on both days.
There will be one collection of letters from the pillar boxes, and one delivery of ordinary correspondence each day as on Sundays, and one delivery of registered correspondence on Wednesday, the 2nd January, at 9 a.m.
There will be one delivery from the Branch Post Offices each day at noon.
The Money Order Office will be entirely closed during the Holidays.

The public are reminded that all articles sent through the post which are closed against inspection are liable to letter rates of postage.
Xmas and New Year Cards posted in closed covers with the corners cut and prepaid at the rate for printed matter will be taxed at letter rates.

INWARD MAILS.

FROM	PER	DATE
STRAITS	Enil Kirdorf	28th Dec.
STRAITS	Torilla	28th Dec.
SHANGHAI	Antar-I-Hind	28th Dec.
Europe via Suez (Letters & Papers, London, 20th Nov.), and Parcels, 21st Nov.	Kashgar	28th Dec.
U.S.A., CANADA, JAPAN AND SHANGHAI	Pres. Grant	30th Dec.
U.S.A., JAPAN AND SHANGHAI	Pres. Wilson	3rd Jan.

OUTWARD MAILS.

FOR	PER	DATE
Japan	Namany	Friday, 28th, 10.30 A.M.
Hohow and Haiphong	Baiton	10.30 A.M.
Swatow, Amoy & Foochow	Baiton	Noon
Straits and Calcutta	Takala	Noon
Swatow and Amoy	Pan Cloon	2.00 P.M.
Shanghai	Peng Lee	2.30 P.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via D'Arce	Lycan	5.00 P.M.
Bombay, Aden, Egypt & EUROPE via MARSEILLES—de Marseille	Kaiser-I-Hind	Parcels, 28th, 5.00 P.M.
28th Jan.		Letters, 29th, 10.30 A.M.
Dairen	Umta	8.00 A.M.
Hohow and Haiphong	Kipkai	8.30 A.M.
Manila	Yucanay	9.30 A.M.
Amoy	Tijitias	10.00 A.M.
Saigon	Kashgar	2.30 A.M.
Manila	Pres. Grant	Sunday, 30th, 9.00 A.M.
Swatow, Amoy and Formosa	Kaijo Maru	9.00 A.M.
Shanghai and Japan	Kashgar	9.00 A.M.
Hohow and Bangkok	Chunang	Monday, 31st, 8.30 A.M.
Straits and Egypt	Dardania	10.30 A.M.
Straits & Calcutta	Layang	1.00 P.M.
Amoy	Nesuchang	5.00 P.M.

*Correspondence bearing vessel's name only.

COMMERCIAL.

OPENING QUOTATIONS.

27th December, 1923.	
On London—	
Telegraphic Transfer	2/3 1/2
Bank Bills, on demand	2/3 1/2
Bank Bills, at 30 days' sight	2/3 1/2
Bank Bills, at 4 months' sight	2/4 1/2
Credits, at 4 months' sight	2/4 1/2
Documentary Bills, 4 months' sight	2/4 1/2
On Paris—	
Bank Bills, on demand	1/05
Credits, 4 months' sight	1/05
On New York—	
Bank Bills, on demand	50 1/2
Credits, at 30 days' sight	52 1/2
On Bombay—	
Telegraphic Transfer	183
Bank Bills, on demand	183
On Calcutta—	
Telegraphic Transfer	183
Bank Bills, on demand	183
On Shanghai—	
Bank Bills, at sight	nom.
Private, 30 days' sight	109
On Yokohama—On demand	100 1/2
On Manila—On demand	89
On Batavia—On demand	138
On Singapore—On demand	nom.
On Siam—On demand	79 1/2
On Bangkok—On demand	8 1/2
SOVEREIGN, Bank's Buying rate	30.20
GOLD LEAF, 100 fine, per tael	33 9/16
BAR SILVER, per oz.	33 9/16

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.
Authorized Capital ... \$50,000,000
Issued and Fully Paid-up ... \$50,000,000
Reserve Funds ... \$4,500,000
Silver ... \$34,500,000
Reserve Liability of Proprietors \$20,000,000

Board of Directors:
Hon. Mr. A. O. LANE—Chairman.
D. G. M. BARNARD, Esq.—Deputy Chairman.
A. H. COMPTON, Esq. J. A. PLUMMER, Esq.
G. T. M. EDWARDS, Esq. N. L. WATSON, Esq.
Hon. Mr. P. H. HOLYMAN, Esq. H. P. WHITE, Esq.
W. L. PATTERSON, Esq.

Chief Manager: Hon. Mr. A. G. STEPHEN.
Acting Manager: Hongkong—J. McARTHUR, Esq.
Manager: Shanghai—G. H. STUTT, Esq.

LONDON BANKERS: WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and EXCHANGE DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hongkong, 14th November, 1923. [27]

HONGKONG SAVINGS BANK.

THE business of this Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 2 1/2 per cent. per annum.
For the HONGKONG & SHANGHAI BANKING CORPORATION.
A. G. STEPHEN, Chief Manager.
Hongkong, 14th November, 1923. [28]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital ... £2,000,000
Reserve Fund ... £2,000,000
Reserve Liability of Proprietors ... £2,000,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON, Manager.
Hongkong, May 8th, 1923. [31]

THE BANK OF TAIWAN.

LIMITED.

(TAIWAN BANK.)
Incorporated by Special Imperial Charter, 1896.

Capital Subscribed ... Yen 60,000,000
Capital (Paid-up) ... Yen 62,000,000
Reserve Funds ... Yen 12,000,000

HEAD OFFICE—TAIPEI, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Tainan, Keelung, Makung, Nanto, Pusan, Shichien, Taichu, Tainan, Taku, Tamsui, Toiyen, Aik.

CHINA—Shanghai, Hankow, Kiating, Amoy, Foochow, Swatow, Canton, Others—Hongkong, Bangkok, Singapore, Batavia, Bombay, London, New York.

LONDON BANKERS: LONDON COUNTRY WESTMINSTER AND PARIS BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippines, Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

J. KONDOR, Manager.
HONGKONG BRANCH, 4, Des Voeux Road, Hongkong, 14th September, 1923.

THE MERCHANTS BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 3.

Authorized Capital ... £2,000,000
Subscribed Capital ... £1,800,000
Paid-up Capital ... £1,050,000
Reserve Fund ... £1,200,000

BANKERS.

THE BANK OF ENGLAND, THE LONDON JOINT CITY & MIDLAND BANK, Ltd.

BRANCHES:
Bangkok, Calcutta, Canton, Hongkong, Madras, Shanghai, Singapore, Siam, Yokohama.

HONGKONG BRANCH: Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance, and on Fixed Deposits at rates which may be ascertained on application.
N. C. WILSON, Manager.
7, Queen's Road Central, Hongkong, September 28th, 1923. [32]

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 80, Boulevard Haussmann, Paris.

Subscribed Capital ... Frs. 73,000,000
Paid-up Capital ... Frs. 63,000,000
Reserve Fund ... Frs. 49,887,353.54

BRANCHES:
Bangkok, Hongkong, Saigon, Battambang, Mentao, Shanghai, Canton, Nanning, Singapore, Djibouti, Peking, Hankow, Pnom Penh, Yunnan, Hanoi, Pondicherry.

BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan and Co., French-American Banking Corporation; Guaranty Trust Co., of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

C. E. GOY, Manager.
Hongkong, December 18th, 1923. [33]

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: No. 10, Des Voeux Road, C., HONGKONG.

Authorized Capital ... \$10,000,000
Paid-up Capital ... \$5,000,000
Reserve Fund ... \$900,000

DIRECTORS:

Mr. Pong Wai King, Chairman.
Mr. Li Koon Chun, Mr. Mok Ching Kong, Mr. Fung Ping Shan, Mr. Wong Yun Tong, Mr. P. K. Kwok, Mr. Chan Ching Shek, Mr. Kan Chin Nam, Mr. Ng Chang Lok.

Chief Manager ... Mr. Kan Tong Po.
Asst. Manager ... Mr. Li Tse Fong.

BRANCHES & AGENCIES: LONDON, PARIS, SHANGHAI, KOBÉ, NAGASAKI, SINGAPORE, TIENTSIN, MANILA, SAMARANG, CALCUTTA.

Every description of Banking and Exchange business transacted. Loans granted on approved securities. Interest allowed on Current Deposit Accounts at the rate of 2 per cent. per annum, on Savings Accounts from 2 per cent. per annum, and on Fixed Deposits at the following rates:—

For 6 months at the rate of 3 per cent. per annum.
For 12 months at the rate of 4 per cent. per annum.
For 18 months at the rate of 5 per cent. per annum.
For 24 months at the rate of 6 per cent. per annum.
K. TONG PO, Chief Manager.
Hongkong, February 26th, 1923. [34]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up) ... Yen 100,000,000
Reserve Fund ... Yen 73,000,000

HEAD OFFICE: YOKOHAMA.

Branches and Agencies at: Batavia, Bombay, Calcutta, Cebu, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, Rangoon, San Francisco, Shanghai, Singapore, Siam, Tientsin, Yokohama.

Interest allowed on Current Accounts. Deposits received for fixed periods at rates to be obtained on application.

T. NISHIYAMA, Manager.
Hongkong, 17th Sept., 1923. [35]

Printed and Published by HENRY ADOLPHUS CARRUTHERS for the HONGKONG DAILY PRESS, Ltd., at 11, Charter Road, Victoria, Hongkong.

Offices: 121, Fleet Street, E.C. 4.

NEDERLANDSche HANDEL MAATSCHAPPIJ.

(NEDERLANDSche TRADING SOCIETY.)
Established 1834.

A. Capital ... F. 100,000,000
Paid-up Capital ... F. 80,000,000
Reserve Fund ... F. 19,789,130
Special Reserve ... F. 23,880,000

Head Office: Amsterdam.
Branches at: The Hague, Rotterdam, Batavia, Bandoeng, Medan, Palembang, Soerabaja, Soerakarta, Tegal, Tjilatjap, Weltevreden, Yokohama, etc.

Correspondents at: Colombo, Madras, Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc.

London Bankers: The National Provincial and Union Bank of England, Ltd. The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia, and transacts banking business of every description.

W. H. GROSKAMP, Agent.
Hongkong, August 14th, 1923. [37]

THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 2nd of November, 1917.)
Authorized Capital ... \$50,000,000
Paid-up Capital ... \$19,375,000
Reserve Funds ... \$6,929,425.26

HEAD OFFICE—PEKING.
Road Central. Branches and sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers: The National Provincial and Union Bank of England, Ltd. The Guaranty Trust Co. of New York. New York Bankers: The Irving National Bank.

The Equitable Trust Co., New York. Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted. Loans granted on approved securities. Special facilities for Home Exchange.

T. SUYEE PEI, Manager.
Hongkong, September 6th, 1921. [38]

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

(DIRECT.)

"DARDANUS" 31st DEC. London, Rotterdam & Hamburg.
"PATROCLUS" 8th JAN. Marseilles, London & Rotterdam.
"MENECLAUS" 11th JAN. London, Rotterdam & Hamburg.
"LAOMEDON" 22nd JAN. Amsterdam, London & Antwerp.

LIVERPOOL SERVICE

(DIRECT OR VIA CONTINENTAL PORTS.)

"DIOMED" 10th JAN. Marseilles, Havre, Liverpool & Glasgow.
"TITAN" 10th JAN. Genoa, Marseilles, Liverpool & Glasgow.
"CYCLOPS" 1st FEB. Marseilles, Havre, Liverpool & Glasgow.

PACIFIC SERVICE

(VIA KOBE AND YOKOHAMA.)

"PHILCOTETES" 4th JAN. Victoria, Seattle & Vancouver.
"TYNDAREUS" 28th JAN. Victoria, Seattle & Vancouver.

NEW YORK SERVICE

(VIA SUEZ OR PANAMA.)

"PELLEUS" 15th JAN. via Suez and Boston.
"HYSON" 5th FEB. via Suez and Boston.

PASSENGER SERVICE

"MENTOR" 7th JAN. for Shanghai.
"PATROCLUS" 3th JAN. for Singapore, Marseilles & London.
"MENTOR" 4th FEB. for Singapore & London.
"TEIRENAS" 18th MAR. for Singapore & London.
"BARPEDON" 22nd APRIL for Singapore, Marseilles & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO BUTTERFIELD & SWIRE (Jointly with & Sons, Ltd.), AGENTS.

ASIA BANKING CORPORATION

UNITED STATES GOVERNMENT DEPOSITORY

CAPITAL ... U.S. \$4,000,000.

HEAD OFFICE—NEW YORK

Owned and controlled by a group of leading American Banks under control of Federal Reserve Bank and the New York State Banking Department.

General Banking Business.

BRANCHES:—

SHANGHAI, PEKING, TIENTSIN, HANKOW, CANTON, MANILA, YOKOHAMA, SAN FRANCISCO AND HONGKONG.

D. M. BIGGAR, Manager.